The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 476.—Vol. XIV.] LONDON: SATURDAY, OCTOBER 5, 1844. [Price 6d.

TO ENGINEERS, FOUNDERS, SMITHS, AND OTHERS.—The extensive SALE of MACHINERY, TOOLS, and STOCK of Messrs. GALLOWAY and SON, West-street, Smithfield, will take place as follows, on the premises, at Twelve o'clock precisely:—

MONDAY, Oct. 7—The patterns, flasks, foundrymen' and smiths' tools.
TUESDAY, Oct. 8—Turning lathes, planing machines, screwing do.
WEDNESDAY, Oct. 9—Saw mills—engines of various sizes, self acting lathes, &c.
THURSDAY, Oct. 10—Turning lathes of every description, vices, benches.
FRIDAY, Oct. 11—Screwing machines, lathes, steel, screwing tools, &c.
MONDAY, Oct. 14—Patterns, lathes, useful iron work, &c.
TUESDAY, Oct. 15—Printing machines, lathes, sundry castings, &c.

Catalogues to be had on the premises, and of the auctioneers, 16, Chancery-lane. 1

PEREMPTORY SALE OF VERY VALUABLE MINING SHARES.

MR. TIPPET has been instructed by the assignees of Messrs. Roe and Bradford, bankrupts, TO OFFER FOR SALE PEREMPTORILY, BY PUBLIC AUCTION, on Wednesday, the 9th day of October next, at Two o'clock in the afternoon, at Pursyharrow's Red Lion Hotel, Truro, the following very valuable MINING SHARES—viz., 15-128th PARTS, or SHARES, of and in all that most valuable COPPER MINE, called WHEAL ANNA, situate in the parish of Perranzabuloe, with the like parts, or shares, of and in the ENGINE, and other effects thereof; and also 41-128th PARTS, or SHARES, of and in that most celebrated COPPER MINE, called WHEAL FERRAN, situate in Perranzabuloe aforesaid, with the like parts, or shares, of and in the ENGINE, and other effects thereof.—Descriptive particulars, and all further information, may be had of Messrs. Saundals, Pethers, Upton, and Johnson, solicitors, Great Winchester-street, London; and at Mr. Tippet's offices, Prince street, Truro.

The mines may be viewed on applying thereon, to Captain Pill, or any of the captains.—Truro, Sept. 24. 2

TO IRON AND COALMASTERS—IMPORTANT SALE.—TO BE SOLD, BY AUCTION, by Mr. BOWEN, on Tuesday, the 15th day of October next, at Eleven for Twelve punctually, on the premises, at the Pant Iron Works, near Ruabon, in the county of Denbigh (unless previously disposed of by private treaty, of which due notice will be given), the whole of the MACHINERY, 50-horse power GLAST-ENGINE (by Rigby, of Hawarden), several WINDING and PUMPING ENGINES, cranes, hydraulic hoisting machine, about five tons of castings, rails, &c., lever weighing machine, several lifts of pumps, and other effects—as particularised in catalogues, which will be circulated fourteen days prior to the sale, and may be had at the Feathers Inn, Chester; Black Lion, Mold; White Horse, Holywell; Queen's Head, Oswestry; Bridgewater Arms, Ellesmere; from Mr. Cousens, official assignee, Liverpool; Mr. Edgworth, solicitor, Wrexham; at the office of the auctioneer, in Wrexham; and from Messrs. T. A. and J. Grundy, solicitors, Bury, Lancashire.

Persons desirous of purchasing by private treaty, may obtain every information, by applying to Mr. Cousens, Mr. Edgworth, or Messrs. T. A. and J. Grundy. 3

IMPORTANT SALE OF MINING SHARES, PAYING LARGE DIVIDENDS, AND PRESENTING VERY ELIGIBLE INVESTMENTS FOR CAPITAL.

MR. C. WARTON begs to announce, that he is directed by the executors of the late Daniel Curling, Esq., TO SELL, BY AUCTION, at the Auction Mart, on Wednesday, the 16th October, at Twelve o'clock, SHARES in the following important BRITISH MINES—viz.: Tresavean, Trethellan, West Trethellan, Levant, Wheal Jewel, Botallack, St. Ives Consols, East Wheal Crofty, Providence Mines, South Roskear, Gray Pool, Tamar Consols, Tincroft Mines, United Hills, Tresigh Consols, North United, West Wheal Treasury, Wheal Speedwell, Gogleam, &c.

Particulars are preparing, and may be had in due time at the Auction Mart; at the Golden Lion Hotel, Liverpool; Pearce's Hotel, Truro and Penzance; and Mr. C. Warton, auctioneer and estate agent, 38, Threadneedle street. 4

TO BE SOLD—Pursuant to a Decree of the High Court of Chancery, made in a cause of Walker v. Cross, with the approbation of Richard Richards, Esquire, one of the Masters of the said Court—at the Gray's Inn Coffee-house, Holborn, London, on Friday, the 11th day of October, 1844, at Twelve o'clock at noon, all those valuable LEASEHOLD LEAD MINES, called the BOG MINES, situate in the parishes of Worthen and Westbury, in the county of Salop, lying about fifteen miles south west of Shrewsbury; part of which mines are held for a term of which ten years were unexpired on the 25th day of June last—partly under a lease from the Right Hon. Charles Augustus Earl of Tankerville, Charles Lord Cornwallis, and John Arthur Lloyd, at a royalty of 1-20th—partly under a lease from the said Earl of Tankerville and Charles Lord Cornwallis, at a royalty of 1-18th; and the remaining portion of such mines is held under a lease from Henry Lloyd, Esq., for a term of which seventeen years were unexpired on the 25th day of March last, at a royalty of 1-16th during the now unexpired residue of the said term, subject to reduction to a royalty of 1-20th, in case the lessees should expend and use in such for working an engine or engines or other machinery, at or in the said mines, for the purpose of pumping water from the works and raising the ore gotten therein, or should expend in some other power or method of working such engine or engines or other machinery (but not including the cost of putting up or repairing any such engine, &c., or the wages of any men employed in or about the same), the sum of £50 at least in each calendar month.

And all those valuable LEASEHOLD COAL MINE AND LIME WORKS, at Pontesbury, in the said county of Salop, held under two leases from the Rev. Hamlet Harrison, for terms fourteen years each of which were unexpired at the 1st January, 1844, at a royalty of 1s 6d. per ton, and a reservation of 72 tons of coal per annum, if demanded—2s. 6d. per kiln for limestone, 2s. per thousand for bricks, and £5 10s. a year for every brick and mortar raised.

And also all those LEAD SMELTING WORKS, comprising three furnaces, situate at Pontesbury, and next to and adjoining the colliery, held under lease from Mr. John Lawrence and others, for an unexpired term of ten years from the 19th November, 1843, at the yearly rent of £150; together with all the pumping and winding engines, whimsies, ropes, chains, and all other implements and utensils, as now being used at work on the several mines and premises.

The lease of these lead mines, which adjoin the celebrated Hispatrious Rocks, comprise several thousand acres of mineral ground, in which there are a great number of rich and valuable veins that have not yet been explored; several are now in the course of working—and the large engine on the Bog Vein, constructed on the Cornish principle, has ample power for drainage of the whole. These veins are now in the course of working, and are capable of great extension, and all the engines and other machinery are in excellent condition, having been lately erected by the Cobbrook Dale Company, without regard to expense.

At the colliery, which is situate only a short distance from the mines, three seams of coal have been opened out, and are now supplying the engines at the mines and the smelting works with coal, and are well situate for a country sale.

The lead smelting works for the smelting of the ores, is situate close to the colliery and the high road to Shrewsbury. The smelting works adjoin the colliery, and are very conveniently situate, and fitted up for smelting all the ore produced on the mines.

Also, a FARM, with a valuable right of sheep-walk, and TEN COTTAGES, adjoining to the mines, at the low rent of £65, held under lease from Henry Lyster, Esq., for a term of which seventeen years were unexpired at the 25th March, 1844.

Should a purchaser wish to enlarge the mining operations, a further extent of mineral ground may be obtained immediately adjacent.

Particulars and conditions of sale will be printed, and may be had gratis, at the Mitre's Office, Southampton buildings, Chancery lane; Messrs. Sharpe, Field, and Jackson, 41, Bedford row, London; Messrs. Chester, Tonnicliffe, and Chester, Bispham row, Liverpool; Messrs. Lucas, Myers, Rigge, and Sowton, solicitors, Liverpool; Mr. John Walker, solicitor, Chester; and at the mines.

SHARPE, FIELD, AND JACKSON, 41, Bedford row, London.
Agents for Messrs. LACEY, BYERS, RIGGE, AND BURCOM, of Liverpool, Plaintiff's Solicitors. 5

COAL MINES FOR SALE, LLANELLY, Carmarthenshire.—IMPORTANT TO SMELTERS, COAL PROPRIETORS, CAPITALISTS, AND OTHERS.—TO BE SOLD, the POOL COLLIERY, now working nearly 200 tons per week, with the ENGINES, MACHINERY, &c., attached thereto, situate in the immediate vicinity of several smelting works, railway between the ports of Llanelly and Pembrey (now and a half from each), in which vessels of large tonnage enter for coal. The colliery is connected with both ports by a tramroad; the coal is highly bituminous, and of superior quality for smelting, steam, gas, coke, and domestic purposes—produces the best coke, and, as a working equivalent is now in use, there are almost no acres of coal available, which can be worked cheaply; the quality very moderate, and now changing coal, with an established trade, the highest proprietor might desire the sale.

Further particulars may be obtained on application to F. L. Brown, solicitor, Swansea; to John Williams, solicitor, 1, Furnival's Buildings, Gray's Inn, London; or to Mr. Rogers, manager of the works. 6

MINING SETT, DEVONSHIRE.—Mr. ENGLISH is authorised to ENTER into TERMS with ONE or MORE CAPITALISTS for the DISPOSAL of a PORTION of or ENTIRE MINERAL PROPERTY, with machinery complete, and in working order. The sett is held under leases, of which eleven years, or thereabouts, are unexpired, at the moderate first of royalty for the lord, 1-20th for copper, to increase of one fathom in length on the course of the lodes, and has produced large quantities of its and tributes down. The present depth is only five fathoms below adit. There are several lodes running through the sett, one of which, standing copper ore of rich quality, has only been partially proved.

There are several minor adjuncts as usual, with the necessary buildings, smelting furnace, tools, &c., and sufficient of the fathoms of pitwork, varying from seven to fourteen inches, fixed. The amount required for the sett has since exceeded the value of the materials.

Further particulars may be obtained on application to Mr. H. Stephens, Mining Record Office, 3, Shoe-lane court, Fleet-street, City, and the plans may be there inspected; to Mr. Richard Beardwell, agent, Ashburton; or to Mr. [illegible], solicitor, Shaftesbury. 7

COLLIERIES IN SOUTH WALES.—The LANDORE COLLIERIES of the Duke of Beaufort, in the fee of Trewyddva, near Swansea, in the county of Glamorgan, will be OFFER to COMPETITION from and after the 25th of March, 1845.—Any persons desirous of treating for those collieries, will be so good as to apply to his Grace's Agent, Septimus Redhead, Esq., of Heathfield terrace, Swansea; or to Messrs. Watkins and Hooper, 11, Buckrelle-street, London. 8

MAES-LYGAN LEAD MINE—TO BE SOLD, BY PRIVATE CONTRACT.—This mine is situate in the parish of Mabin, near Holywell, Flintshire, is drained to the depth of eighty yards by an adit level, which is now approaching several veins that have been very productive in the adjoining setts. The mine is at present making a small monthly profit, and there is a 27 inch cylinder engine erected, and all the necessary machinery for the efficient working of the mine.—Further particulars to be had on application to Mr. C. Taylor, at the Maes-lygan Mine Office, near Holywell, or to Mr. Surman's, 11, Lincoln's Inn, London. 9

DARTMOOR CONSOLIDATED TIN MINES.—TO BE SOLD, these valuable TIN MINES, from which very large returns of the finest grain tin have been made, with ENGINE-WHEEL, HORIZONTAL RODS, PUMPS, and OTHER necessary MATERIALS.

For particulars apply to Mr. Thomas Gregory, Ilsincombe, near Harrow-bridge.

The mines, which are, in the deepest part, only ten fathoms below the adit level, are situated on the borders of the Forest of Dartmoor, two miles from Hexington. 10

FOR SALE, A 70-INCH CYLINDER ENGINE.—TO BE SOLD, BY PRIVATE CONTRACT, a 70-inch CYLINDER ENGINE, without boilers; length of stroke in the cylinder 10 feet, and in the shaft 7 ft. 6 in. The same will be sold at a very low price.—For particulars, and to treat for the same, apply to Messrs. Hocking and Loam, engineers, Redruth.—July 19. 11

IMPORTANT TO PROPRIETORS AND SHAREHOLDERS OF MINES, SMELTERS, &c.

ASSAYS OF LEAD, TIN, COPPER, IRON, GOLD, SILVER, MERCURY, COBALT, MANGANESE, AND ALL OTHER ORES,

also Assays of COAL, COKE, &c., as to relative heating power, are CONDUCTED by Messrs. MITCHELL and FIELD (late Mr. Mitchell), ASSAYERS and ANALYTICAL CHEMISTS, 5a, HAWLEY-ROAD, KENTISH TOWN.

*** Gentlemen instructed in assaying and all branches of analytical chemistry. 12

IMPERIAL BRAZILIAN MINING ASSOCIATION.—Notice is hereby given, that the TRANSFER BOOKS will CLOSE on the 14th inst., and re-open on the next day after that of the General Meeting in November, of which due notice will be given. GEORGE THOMAS, Secretary.

Winchester-house, Broad-street, London, Oct. 1. 13

TAMAR SILVER-LEAD MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of shareholders of this company will be HELD at the office of the company, 44, Finsbury square, on Thursday, the 31st day of October next, at Two o'clock precisely.

London, October 3. 14

OFFICE OF THE GOVERNOR AND COMPANY OF COPPER MINERS IN ENGLAND, Old Broad-street, London, 2d October, 1844.—The Court of Assistants of the Governor and Company of Copper Miners in England hereby give Notice, that a DIVIDEND, for the half-year ending at Michaelmas last, has been this day declared, at the rate of 5 per cent. per annum (free of income tax), on the paid up capital stock of the company, and will be PAYABLE at this office on and after Thursday, the 17th inst., between the hours of Eleven and Three. By order of the Court of Assistants,

W. INGLIS, Secretary. 15

IRON MANUFACTURE.—PATENTS FOR FRANCE, BELGIUM, and HOLLAND, to be DISPOSED OF, separately or together, for a NEW PROCESS in the MANUFACTURE of MALLEABLE IRON, severally tested and approved by high practical authorities. The process is most simple and effective, producing metal from inferior ore equal to the best foreign iron. No change in the apparatus or alterations required.—Apply to Mr. Dicks, engineer and agent, 77, King William-street, City. 16

WOOD PAVEMENT.—An extraordinary IMPROVEMENT, perfectly original, which must eventually supersede every other plan of WOOD PAVEMENT, is now OFFERED by the inventor to the consideration of CAPITALISTS, as a most valuable investment when patented. It possesses unusual durability, entirely overcomes slipperiness, is adapted even for declivities, obviates the many serious disadvantages of ordinary wood pavement, and is fully one third cheaper.—Apply to Mr. Dicks, engineer and agent, 77, King William st. 17

R. S. NEWALL AND CO.'S PATENT IMPROVED WIRE ROPE is now in very EXTENSIVE USE in the MINING DISTRICTS, and on several of the PRINCIPAL RAILWAYS throughout this country. It is almost exclusively used on the Blackwall Railway, where it has been found superior to any other.

It is also used as the RIGGING of the GREAT BRITAIN steamer, of 1600 tons and other vessels.

It is one half the weight of hemp rope—of equal strength.
It is one sixth of the bulk.
It is cheaper first cost.
It has lasted as long as five hemp ropes, doing the same work on railways.

Specimens and testimonials may be seen, and every information as to its application, &c., will be given at the company's works, GATESHEAD-UPON-TYNE. 18

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, and OTHERS REQUIRING FINE GREASE for MACHINERY and AXLES of every description.—JOSEPH PERCEVAL'S IMPROVED ANTI-FRICTION GREASE is—after years on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials of the great excellence—samples for warded on application at the manufactory, Green-street, Wellington street, Blackfriars-road, London. 19

OFFICE FOR PATENTS, 7, STAPLE INN, HOLBORN.—J. MUSGROVE (successor and late assistant to Mr. Bennett) informs INVENTORS and PATENTEES that, at his OFFICE, they can obtain

REFERENCE TO A CLASSIFIED LIST OF PATENTS,

(the only one extant), which shows at one view all the Patents ever granted for any particular object, whereby they may save much trouble and expense, and procure information not otherwise obtainable.—BRITISH and FOREIGN PATENTS OBTAINED, and useful and ORNAMENTAL DESIGNS REGISTERED.

SPECIFICATIONS carefully prepared, and REPORTS of ENROLLED SPECIFICATIONS furnished on moderate terms.

PENDING and WORKING DRAWINGS executed with accuracy and dispatch. 20

OFFICE FOR PATENTS OF INVENTIONS AND REGISTRATION OF DESIGNS,

No. 14, LINCOLN'S INN-FIELDS, LONDON.

INVENTORS and CAPITALISTS are informed, that all BUSINESS relating to the SECURING and DISPOSAL of of BRITISH and FOREIGN PATENTS, preparation of SPECIFICATIONS, and DRAWINGS of INVENTIONS, is transacted with care, accuracy, and dispatch.

REGISTRATION OF DESIGNS.—Under the new Act, 5 and 7 Vic., chap. 65, ARTICLES of UTILITY, whether for metal or other substances, may be protected in the three kingdoms for three years, at a small expense; Ornamental Designs may also be registered under the act 5 and 6 Vic., c. 100.

A prospectus, with full particulars as to the course to be pursued, and the expense, &c., of taking protection, either by Letters Patent or the Designs' Acts, may be had gratis, upon application personally, or by letter, to Mr. Alexander Prince 14, Lincoln's Inn fields, London. 21

PATENT KAMPTULICON AND ELASTIC FLOORING COMPANY.—OFFICE, 41, LOWER-STREET.

Elastic flooring (a composition of cork and India rubber), for ship and boat building, 6d. to 1s. 6d. per foot super.

Elastic sheathing, for ships and corroding damp walls, per sheet of thirty inches by twenty inches, 6d. to 1s. per foot super.

Elastic flooring, for stables, church floors, dog kennels, granaries, barns, &c., 1s. to 1s. 6d. per foot super.

Elastic sheathing, for churches, halls, stairs, &c., 6d. to 6d. per foot super.

F. GROSVENOR GRENVILLE, Secretary. 22

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the safest, cheapest, and most expeditious means of effecting this very hazardous operation. From many testimonials to its excellence with which the Manufacturers have been favoured from every part of the kingdom, they select the following, recently received from John Taylor, Esq., F.G.S., &c., &c.—

"I am very glad to hear that the improvements have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should append my name on any occasion of this."

Manufactured and sold by the Patentees, SHEXFORD, SMITH, and BATTY, Cheapside, London. 23

STEAM TO INDIA via EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.

The Peninsular and Oriental Steam Navigation Company's steam-ships START FROM SOUTHAMPTON THE FIRST OF EVERY MONTH, arriving at Alexandria about the 13th. The Hon. East India Company's steamers leave Suez for Bombay about the 22d of the month, and for Madras and Calcutta the Peninsular and Oriental Steam Navigation Company's steamers, Hindostan and Bentinck, or Government steamer. The Peninsular and Oriental Steam Navigation Company have now a steamer on the Mahmoudieh Canal, and other great improvements have lately been introduced into the transit through Egypt.

STEAM TO MALTA, ITALY, &c.

A steamer from Southampton leaves the first of every month for Malta, where are steamers to Naples, Genoa, Civita Vecchia, three times a month.

STEAM TO OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.

A steamer leaves Southampton every Thursday at 3 p.m. for the above places.

Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout. 24

EUROPEAN STEAM-PACKET COMPANY,

ESTABLISHED FOR THE PURPOSE OF

EFFECTING DAILY COMMUNICATIONS WITH THE CONTINENT OF EUROPE.

Capital £250,000, in 10,000 shares, of £10 each.
Deposit £1 per share.

Calls not above £1 at one time, and at intervals of not less than three months.—When half the capital is paid up, the shares to bear interest at 4 per cent. per annum.

BOARD OF DIRECTORS.

(With power to add to their number).

JOHN BAGSHAW, Esq. London and Harwich, Chairman.
ABRAHAM BAUER, Esq. London, Deputy Chairman.

Captain Cogan, I.N., London	Benjamin Herbert, Esq. London
James Crosby, Esq. London	R. W. Kennard, Esq. London
Robert Crombie, Esq. Liverpool	Curtis Reid, Esq. R.N., London

George Thompson, Esq. London.

A List of Committees on the Continent will very shortly be published.

CONSULTING NAVAL ARCHITECT.
Christopher D. Hayes, Esq.

SECRETARY (pro tem.)
J. A. Franklin, 71, King William-street, City.

BANKERS.
London—Messrs. Denison, Heywood, Kennard, and Co.
Hamburgh—Messrs. Abraham Bauer and Co.
Manchester—The Exchange Bank.
Altona—
Liverpool—Arthur Heywood, Sons, and Co.

SOLICITORS.
Messrs. Hardwick and Davidson, Weavers' Hall, Basinghall-street, London. 25

The completion of a railway from London to Colchester, and its certain immediate extension for eighteen miles further to Harwich, and the actual opening for traffic of a railway from Gouchstadt on the Elbe to Hamburgh, have suggested the necessity and advantages of improving the steam communications between England and Hamburgh, and the continent of Europe generally.

The transit from London to Hamburgh at present is by water carriage only, and occupies from fifty to sixty hours, and the communications take place but twice a week. The transit from London to Holland is also entirely by water carriage, and occupies from about twenty four to thirty six hours.

This company, by availing itself of the railway between London and Harwich, and Gouchstadt and Hamburgh, and between Amsterdam and the Hague, making Harwich the port of embarkation and debarkation, proposes to ensure a daily intercourse between England and Germany, and between England and Holland, accomplishing a saving to the public of at least one-half of the present expense, and a saving of time in the communication between London and Hamburgh of from twenty to thirty hours, and between London and Amsterdam in the same proportion. Certainty, frequency, economy, expedition, and comfort, will therefore alone be largely promoted by the proposed plan.

The route and the time occupied will be as follows—viz.: From London to Harwich by railway (now open as far as Colchester), about two hours and a half; from Harwich to Gouchstadt by water, about twenty-one hours; from Gouchstadt by railway about one hour—making a total of about twenty five hours by railway and steam navigation between the city of London and the city of Hamburgh.

It is calculated that the journey from Harwich to the nearest landing place of the Hague can be performed in from eight to nine hours.

The company which has been formed for constructing the railway from Colchester to Harwich, has been issued by the Eastern Counties Railway Company, has agreed to expend £30,000 in the erection of a suitable pier at Harwich, into the deep water of that harbour—the undertaking to be accomplished to the satisfaction of the Board of Admiralty.

By the projected operations of this company, the navigation of the Thames and the dangerous passage of the Gwin will be entirely avoided—and, instead, will be substituted a railway journey of two hours and a half; and, what is of much more importance, the difficult and at all times tedious navigation of the Elbe, with its tides, shoals, fogs, and ice, which often occupies twelve hours between Cuxhaven and Hamburgh, will be avoided also. The objections to the Thames and the Elbe apply equally to the inland navigation of the River Maas to Rotterdam.

It is already ascertained, that the Eastern Counties, the Colchester and Harwich, and the Gouchstadt, Kiel, and Altona, Railway Companies, will give their efficient support and co-operation to this company.

Besides the deficiencies line between London and Colchester, other railways have been projected, by which a large augmentation of foreign traffic may be reasonably expected to flow to Harwich, particularly from the north and east of England, through Cambridge and Bury St. Edmunds, saving much of time and distance as compared with the route by the metropolis.

The advantages to be derived from the Port of Harwich becoming the starting point for passengers and other kinds of traffic to northern and central Europe, may be gathered from the following condensed evidence, given by Captain Washington, R.N., and others, before a committee of the House of Commons:—"Harwich will become the packet station for our communications with northern and central Europe, on the completion of the railway already open within eighteen miles. Letters dispatched from the London General Post Office would be delivered in less than three hours on board the steam packet lying alongside the pier—passengers would walk on board, and in less than a quarter of an hour be clear out to sea in all weathers, and all times of the tide, with nearly eighty miles in advance of those dispatched by the present route; and then a whole tide would probably be saved in the arrival at Ostend, the Hague, or other last harbours; while in more bad weather and fogs, steamers would often make their passages to the same ports, having their starting from London would get clear of the shoals and currents of the gulf which forms the estuary of the Thames."

It is, therefore, intended that powerful line steam boats, built on the most improved principles in respect of construction and engines, shall be provided, and adapted to the accommodation of from 150 to 200 passengers, equally with every possible convenience, comfort, and luxury; and that they shall carry such a portion of light valuable goods, and small packets and packages, for which low freights will be charged; which merchandise, when landed at Gouchstadt, will avoid altogether the payment of the Sound dues.

It is proposed that the fare from Harwich to Gouchstadt shall be about one guinea; arrangements will be made with the railway companies in England, in Germany, and in Holland, for a reduction of the fares of all passengers travelling by this company's vessels to the continent. The fares and freights to the Hague will be placed on the same economical footing as those to Gouchstadt.

Applications for shares are to be made on or before the 15th October, addressed to the secretary, or to the solicitors, in the annexed form, and transmitted by post.

London, 77, King William street, City, Oct. 1.

To the Directors of the European Steam-Packet Company.

Gentlemen,—I request that you will give to me each number of shares in the company to subscribe, and enclosing [illegible] of £10 each, in the proposed European Steam Packet Company, and I undertake to pay the deposit, and to sign the necessary deeds.

Name [illegible]
Residence [illegible]
Trade or profession [illegible]

GEOLOGICAL MINERALOGY.—Mr. J. TENNANT will COMMENCE a COURSE OF LECTURES on MINERALOGY, a new to facilitate the STUDY of GEOLOGY, and of the sciences of CHEMISTRY in the ARTS.—The Lectures will be illustrated by a collection of specimens, and will begin on WEDNESDAY EVENING, the 23d of this month; they will be continued on each succeeding Wednesday evening, at Nine o'clock; they will be continued on each succeeding [illegible]

Further particulars may be obtained at the secretary's office, King's College, London, Sept. 28. 26

ROYAL POLYTECHNIC INSTITUTION.—THE PROTOSCOPE, an original optical invention by Dubosq and Soleil, a highly valuable addition to the STEREOSCOPE. The Protoscope illustrates the Stereoscopic Views and Instructive Models, in the Exhibition, by a process of Dissolving Views, in the effect [illegible] Dr. BLAND'S present daily Lectures in the Theatre, and on the evenings of the [illegible] Oxon, and on the evenings of the [illegible] to Oxon.—Professor BACHHOFFNER [illegible] Lectures upon Astronomy [illegible] OPTICAL BELL and DIVER, &c. [illegible] WALLER, Hon. Sec. [illegible]

ATMOSPHERIC SYSTEM—M. CHAMEROY.

M. Chameroy disposes of his locomotive, applicable to our existing railways, in the following manner:—He places between the two ways a conductor, or pipe, formed of iron plates and bitumen, adapted to a high pressure. This conductor, which is of a diameter proportioned to the [illegible] which is required, is buried in the soil; throughout its length, and at certain distances, are established branches, which come and terminate in the centre of each line; these branches are composed of a cylindrical tube, to which is attached a cock, the key of which carries a pinion. On this cock is fixed vertically a pipe, in the form of a hollow cone, flattened, and divided internally by a transverse partition. This cone is surmounted by a cylindrical aspiratory tube, placed horizontally, and parallel to the line; the diameter of this tube is one-half less than that of the conductor; it is divided into two equal parts by a transverse partition, which closes hermetically; its length is about a metre. At each of its extremities there is an external gear, and a hollow cone pierced by a certain quantity of holes. On one of the sides of the branch a groove is placed, in which slides a vertical rod; the superior extremity of this rod is furnished with a hook, [illegible] the inferior extremity with a plate, and the [illegible] with the pinion fixed to the cock. The inventor causes to travel on these branches an articulated tube, which he attaches under the waggons, by means of springs and chains. The length of this tube is that of the train; its diameter is equal to that of the conductor; it presents a longitudinal opening, shut by a valve, with two parallel and [illegible] partitions. Each extremity of this tube is widened, and armed with a valve and lever. Under the first and last waggon are fixed two moveable supports, placed obliquely, and parallel to the waggons.

Description of the Operation.—Stationary, hydraulic, or steam-engines, are established at a distance of 10,000 metres from each other throughout the extent of the line to be worked; these engines serve to work pneumatic machines, which are put in communication with the conductor, or pipe, placed between the two lines. When there is necessity to set a train in motion, there is attached beneath the waggons a towing tube; one of the valves placed at the extremities of this tube is opened, whilst the other remains shut, and that part of the towing tube which has the valve open must be previously fixed in an aspiratory tube; this process being adopted, and after having effected a vacuum in the conductor, the cock of the branch in which the towing tube is engaged is then opened by hand. The communication is immediately established between the conductor and this towing tube by the interior of the branch, and by the aspiratory tube. The atmospheric pressure is immediately exercised in the head transversal partition of the aspiratory tube, forming the basis; it exerts itself, at the same time, throughout the external surface of the valve formed of the towing tube, which forms the point of resistance. This pressure determines the movement of the towing tube, which slides in the gear, adapted to the aspiratory tube—at the same time, the longitudinal valve of the towing tube opens for its passing on in the branch to shut itself immediately afterwards. As soon as the posterior extremity of the train arrives in this branch, a support shuts off the cock—and, at the same time, another support, fixed at the head of the first waggon, causes the cock of the second branch to open, by pressing the hook; at this moment the vacuum comes to be communicated to the towing tube by the first branch, whilst it is produced by the second. The shut valve of the towing tube then opens to slide over on to the first aspiratory tube; this valve shuts instantly by its own weight. The atmospheric pressure acting again, the towing tube draws the train to which it is attached. To suspend the progress of the train, they avoid opening the cocks, by raising the supports; to stop or moderate the speed they employ breaks; to retrograde, they open the valve of the towing tube which was shut, and shut the other valve which was open.

Chief Advantages of this System.—A single conductor, or pipe, of iron plates and bitumen, will cost one-half less than a conductor of cast iron. It will perform the duty of a railway with a double line of rails. This conductor being buried in the soil is out of the way of injury. Its internal and external maintenance amounts to nothing. This conductor forms a vast reservoir, which serves to contain the element of the locomotive power, which can be disposed of at will, either to give to loaded trains the greatest locomotive power, and the greatest possible speed, or for the [illegible]. He can retrograde, diminish, or neutralise, this power for descending the [illegible] by stopping the progress of the trains. In fact, this power will not be spent but for useful purposes. During the stoppages, as well as when the trains are in progress, the pneumatic engines perform and store up constantly into the conductor the locomotive power. The conductor being shut, and subject to a high pressure of its contents, there is no fear of the entrance of air. Its position underground will permit its being laid on a level. It will be possible to start many trains on the same line, and, for this reason, to send assistant waggons. The nature of the towing tube, with articulations, will permit the clearing of curves of 300 metres radius, and the jumping motion of the waggons will be neutralised by the towing tube. M. Chameroy has established a model of his system at his factory for iron pipes; this specimen is of 100 metres in length, and many trials have already taken place in the presence of engineers, who have pronounced the idea of M. Chameroy to be very simple and very ingenious. At this time, when the [illegible] is to be partly employed to determine which is the most practicable and best system of atmospheric motion, it is necessary that every invention should be made known, and that the ideas of all the inventors should be examined seriously and conscientiously.—*Moniteur Industriel.*

DURHAM AND SUNDERLAND RAILWAY COMPANY.

The eleventh annual general meeting of the proprietors was held at the Exchange buildings, Sunderland, on Friday, the 27th ult., Andrew White, Esq., in the chair. The Secretary having read the notice convening the meeting, the Clerk [illegible] read the report, [illegible]

LEAD MINES OF SHROPSHIRE.

We have been favoured with the report of Captain Absalom Francis on the Bog Mines (furnished to Mr. W. Cross, one of the proprietors), who has lately inspected the mines, and whose practical experience and knowledge of the district attaches to it an importance, which will be, doubtless, appreciated by those interested. Having had the pleasure of meeting that gentleman on the mine, and passed some time there—although not able to afford a practical opinion as to its value or prospects, yet, from the inspection of the accounts, and having applied some attention to the reports received from the agents, we cannot hesitate in expressing our opinion that the mines hold out most beneficial prospects. We can only regret that the differences which have arisen between Messrs. Walker and Mr. Cross (who are, we believe, the sole proprietors) should have caused the property to have been placed in the hands of a Master in Chancery, as we find from an advertisement that the property will be offered for sale on the 11th instant. As regards the Pennerley Mine, only one opinion can exist—forty fathoms of ground has been sunk without the lode even being touched, thus leaving to those who may henceforth work the mine the beneficial advantages in "sapping" away the ore which is thus laid open. As regards the Bog Mine, the report of Captain Absalom Francis shows that the present levels having come under the bar of unproductive ground, at this time hold out prospects far beyond any which have presented themselves for the past six or seven years; under such circumstances we could hope that arrangements might be effected, whereby the mine might remain in the hands of the present proprietors, as, with an outlay of upwards of 60,000*l.*, we find that they have only now arrived at the point when they are to derive the profitable results of their capital and perseverance. We therefore trust that the sale will not take place—for such must, in the absence of information, be prejudicial to all concerned, unless, by a "side move," it be taken by one of the parties at present interested; and therefore it is, that while we insert the report of Captain Francis, we invite attention to the advertisement, which will be found in another column.

DIRECT NORTHERN RAILWAY.

We noticed in the *Mining Journal* of last Saturday some of the leading characteristics in the proposed plan of a *direct line* of railway between London and York, through the important agricultural counties of Hertfordshire, Bedfordshire, Huntingdonshire, Northamptonshire, Lincolnshire, and Yorkshire. While the promotion of the railway system has been followed up with praiseworthy perseverance in the manufacturing counties and the west of England, and, in most cases, with fair remuneration for the capital invested, it is singular that, notwithstanding the facilities held out in the nature of the country for engineering purposes, the extent of population and agricultural importance, these more eastern counties throughout the whole extent of the kingdom, from the Thames to the Humber, appear to have been lost sight of, as far as the application of railway communication is concerned. True it is, that the London and Birmingham and Eastern Counties lines are carrying out some extensions to Northampton, Cambridge, Peterborough, &c., but these can only have local influence, nor can they accommodate more than cross-country transit, while the line under notice, by taking in all the large towns and principal agricultural districts, may be considered of national importance, and one which must pay a handsome per centage on the capital embarked. The experience obtained in the formation of railways will enable this line to be executed at moderate cost, and, probably, a sum of two millions sterling will be saved in its construction, when compared with the cost of some existing lines. In addition to which advantage, the distances to the principal northern towns will be shortened as follows:—

By existing lines.	Miles.	Direct northern line.	Miles.	Saving.
London to Newcastle	306	London to Newcastle	267	39
" to York	219	" to York	190	29
" to Hull	243	" to Hull	200	43
" to Leeds	205	" to Leeds	186	19

This will necessarily induce less wear and tear, consumption of fuel, and, consequently, lower fares; and there is something more than mere possibility in the conjecture, that, on the completion of this line, it will become intimately connected with the mercantile marine of our eastern coasts and their trade with the north of Europe. Already the monied interest appears to be aware of its importance, and we are informed that so large a portion of the shares have been subscribed for, that no further applications can be received after the 6th inst.

RAILWAYS IN IRELAND.

Cork and Bandon.—A meeting was held at the Devonshire Arms, Bandon, on Thursday, the 25th ult., for the purpose of opening a share list for establishing a line of railway from the city of Cork to the town of Bandon. Lord Viscount Bernard was called to the chair. Mr. Leahy (the engineer) said, that a good deal had been done towards the proposed railway; a survey had been made of the entire line; it was found that the county, with respect to levels, was highly favourable, and, after the most careful calculations, it had been ascertained that the traffic could be depended on to afford ample interest for the capital which might be required. Mr. Billing had declared, that if the statements laid before him were correct, and a respectable provisional committee were formed, he would undertake to raise 100,000*l.* in London, the sum necessary to complete the entire line, with engines and carriages; [illegible]

Waterford and Limerick.—A meeting of considerable importance was held at Waterford on Monday, the 26th ult., for the purpose of taking into consideration the subject of a railway from that city to Limerick; it was convened by the Mayor, and was numerously attended by noblemen and landed proprietors from even distant parts. The Mayor was called to the chair, and [illegible]

Gloucester and Hereford Railway.—[illegible]

New Locomotive Engine.—[illegible]

[illegible]

SHREWSBURY, WOLVERHAMPTON, DUDLEY, AND BIRMINGHAM RAILWAY.—The committee have read with extreme surprise the statement which has been put forth by the directors of the Grand Junction Railway, and feel called upon, in justice to themselves and to their shareholders, and for the information of the public, to give a plain detail of the facts of the case.

This company was originally formed and approved of by public meetings in Oswestry, Shrewsbury, and other towns in Shropshire, for the purpose of obtaining a good railway communication through Shropshire to the populous mining district of Wolverhampton, that being the direction which at former periods, as well as at the present time, was considered the most desirable for the interests of the district. About the same time a scheme was put forth by the Grand Junction Company for making a branch from their line, at or near Stafford or Penkridge, to Shrewsbury; but, inasmuch as such branch line would not have supplied accommodation to an important part of the country, passing, as it is proposed to do, for a great portion of its extent through a thinly populated district, such scheme was not approved of in Shropshire—and many influential landowners, whose property would be affected thereby, declared their decided opposition to it.

This company proceeded to survey their line, and issue their prospectus. After an allotment of a portion of their shares, and after payment of the deposits thereon, the immense advantage, not only to the shareholders, but also to the public, of extending their line to Birmingham was most strongly urged upon the committee, and declarations in favour of the extension were signed in various parts of Shropshire, North Wales, and in the densely populated district proposed to be benefited. The directors of the London and Birmingham Company also deemed the extension on public grounds of such importance, as to propose to guarantee 4 per cent. on the outlay, and divide the surplus profits with this company, and to accept a lease of the line from this company in perpetuity—and this, after the feasibility and cost of executing the working had been examined and approved of by Mr. Robert Stephenson, their very able engineer, and the traffic proving an ample return for capital had been ascertained. The terms were accepted by this company—conditions embodying them were prepared by the solicitor of the London and Birmingham Company, and submitted to the solicitors of this company. These terms recognised the making of the line by this company, though giving, and giving properly, to the London and Birmingham Company most effectual control over the plans, sections, estimates, outlay, and execution of the work, and stipulating that the guarantee should not extend to any money expended without the sanction of the London and Birmingham Company. The extended line was then surveyed, and the requisite steps were taken by this company for an application to Parliament in the next session.

Causes, which it is not now necessary to advert to, led to an arrangement between the London and Birmingham and Grand Junction Companies, the result of which was communicated to this committee, and it was proposed to them that they should consent to the following alterations in the arrangement between themselves and the London and Birmingham Company—namely: that Wolverhampton should be substituted for Birmingham as the terminus, the Grand Junction be substituted for the London and Birmingham as the lessees of the line, and that they, instead of the London and Birmingham Company, should guarantee the 4 per cent.; and that Mr. Locke, instead of Mr. Stephenson, should be the engineer to approve of the works. These terms were considered by this company, and on the 12th of July, 1844, the chairman communicated their assent in a letter to the chairman of the London and Birmingham board, as follows:—

"Shrewsbury and Birmingham Railway Office, 72, Cornhill, July 12, 1844.

Dear Sir,—Your letter of the 5th instant, and the report of the deputation who attended your board on Wednesday last, have been communicated to the committee of the Shrewsbury and Birmingham Railway. The committee desire, in the first place, to express their regret at the probability of their union of interests with the London and Birmingham Company ceasing, by the arrangements which have been made with the Grand Junction Company. Anxious, however, to form no obstacle in the carrying out the amicable arrangements between such large interests, and relying upon the honour and integrity of the two companies, as pledged to carry out the contract already agreed upon by our respective solicitors, and subsisting between the Shrewsbury committee and your company, I am desired to express their perfect acquiescence in the agreement, whereby their line, as altered from Shrewsbury to Wolverhampton, instead of to Birmingham, shall be leased to the Grand Junction Company, upon the identical terms already arranged in our negotiations with you—of which terms I enclose a copy; and the committee, looking to the position of their arrangement with you, and to what they owe to their shareholders, and the local interests embarked, rely, as they confidently feel they may do, after the candid and explicit statement made by you at the last meeting, on Wednesday, upon your carrying through this arrangement with the Grand Junction Company.

I remain, dear Sir, your's, faithfully,
(Signed) W. Ormsby Gore, Chairman.

George Carr Glyn, Esq., Euston Station, London and Birmingham Railway."

Though this letter was published in all the local Shropshire papers, no answer whatever was given to it on the part of the Grand Junction directors, [illegible]

"Lombard-street, 20th August, 1844.

My dear Sir,—[illegible]

Geo. Carr Glyn."

[illegible]

SHREWSBURY, WOLVERHAMPTON, DUDLEY, AND BIRMINGHAM RAILWAY.

Capital £900,000, in 18,000 shares, of £50 each.—Deposit £2 10s. per share.

PROVISIONAL COMMITTEE.

His Grace the Duke of Cleveland
The Right Hon. the Earl of Liverpool
The Right Hon. the Earl of Powis
The Right Hon. Lord Forester
The Viscount Ingestre, M.P.
The Viscount Leveson, M.P.
The Viscount Clive, M.P.
The Viscount Newport, M.P.
William Ormsby Gore, Esq. M.P.
J. Milnes Gaskell, Esq. M.P.
The Hon. C. P. Villiers, M.P.
The Hon. William Bagot, M.P.
Pryse Pryse, Esq. M.P.
John Barneby, Esq. M.P.
W. R. Ormsby Gore, Esq. M.P.
Thomas Peers Williams, Esq. M.P.
W. B. Collett, Esq. M.P.
The Hon. Hugh Cholmondeley, M.P.
Sir Watkin W. Wynn, Bart. M.P.
The Hon. R. H. Clive, M.P.
The Hon. G. Cecil Weld Forester, M.P.
George Tomline, Esq. M.P.
Benjamin D'Israeli, Esq. M.P.
Thomas Charlton Whitmore, Esq. M.P.
Beriah Botfield, Esq. M.P.
James Ackers, Esq. M.P.
Townsend Mainwaring, Esq. M.P.
W. Bulkely Hughes, Esq. M.P.
The Hon. E. G. Douglass Pennant, M.P.
Richard Richards, Esq. M.P.
Colonel W. E. Powell, M.P.
John Benbow, Esq. M.P.
Donald Maclean, Esq. M.P.
Sir J. R. Kynaston, Bart.
Sir Francis Lawley, Bart.
Sir E. J. Smith, Bart.
Sir William Young, Bart.
The Mayor of Shrewsbury
R. A. Slaney, Esq.
St. John Charlton, Esq.
William L. Child, Esq.
J. A. Lloyd, Esq.
Major D. Pugh, Llanerchydol
R. M. Leake, Esq.
J. Pritchard, Esq. Broseley
W. Wyley, Esq.
G. Fitzherbert, Esq.
Richard Norman, Esq.
William Chadwick, Esq.
Captain Tudor, R.N. Oswestry
F. Corbett, Esq. Longnor Hall
Richard Henry Kinchant, Esq. Park Hall, Oswestry
Henry Fitzroy Tozer Ashbury, Esq. Broom Hall, Oswestry
J. Bonnor, Esq. Brynygwalia, Oswestry
George Austin Moultrie, Esq. Aston Hall, Shiffnal
William Anstice, Esq. Madeley-wood
Robert Henry Cheney, Esq. Badger Hall, Shiffnal
William Horton, Esq. Cayuton-house, Shiffnal
Rev. Stephen Donne, Oswestry
J. Oliver, Esq. Spring-hill, Wellington
George Pritchard, Esq. Broseley
C. H. Blake, Esq. 15, Devonshire-place
Charles Hoskins Grove, Esq. Inner Temple, London
Richard Lloyd, Esq. late Surveyor-General of Bengal
Richard Darby, Esq. Coalbrook-dale
John Horton, Esq. Priest's inn
Stephen Phillips, Esq. 2, New Broad-street, London
Wm. Egerton Jeffreys, Esq. Shrewsbury
Edward Haycock, Esq. Shrewsbury
John Bickton Minor, Esq. Astley-house, near Shrewsbury
James Watkins, Esq. Shrewsbury
Richard Taylor, Esq. Shrewsbury
Mr. J. Leigh, Shrewsbury
Mr. T. Groves, Shrewsbury
R. Fryer, Esq. Wolverhampton
G. B. Thorneycroft, Esq. Wolverhampton
J. Shaw, Esq. Wolverhampton
S. Dunscombe, Esq. Wolverhampton
D. M'Mahon, Esq. Wolverhampton
W. H. Sparrow, Esq. ironmaster, Wolverhampton
H. Rogers, Esq. Wolverhampton
T. Walker, Esq. Wolverhampton
C. Emery, Esq.
W. H. Cope, Esq.
W. Lawley, Esq.
W. Turrell, Esq. Wolverhampton
W. Buckle, Esq. Wolverhampton
C. H. Molineux, Esq. Wolverhampton
T. Badger, Esq. Dudley
W. Eyke, Esq. Dudley
J. Haden, Esq. Dudley

COMMITTEE OF MANAGEMENT.

Wm. Ormsby Gore, Esq. M.P., Chairman
The Hon. R. H. Clive, M.P., Deputy-Chairman
T. Charlton Whitmore Esq. M.P.
W. B. Collett, Esq. M.P.
Donald Maclean, Esq. M.P.
R. Aglionby Slaney, Esq.
Richard Norman, Esq.
W. F. Black, Esq.
John Pritchard, Esq.
Stephen Phillips, Esq.
William Chadwick, Esq.
Richard Lloyd, Esq.
(With power to add to their number).

ENGINEERS.

Sir John Rennie; Captain W. S. Moorsom.

BANKERS.

Messrs. Glyn, Halifax, Mills, and Co. Lombard-street } London.
The London and Westminster Bank, Lothbury } London.
The London Joint-Stock Bank, Princes-street } London.
Messrs. Rocke, Eytons, Campbell, and Bayleys, Shrewsbury
The Wolverhampton and Staffordshire Banking Company, Wolverhampton.
Messrs. Beck, Downward, Scarth, and Beck, Shrewsbury and Welsh Pool.

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SOLICITORS.

Messrs. Roy, Blunt, Johnstone, and Walton, 43, Lothbury, London; Messrs. Loxdale and Peele, Shrewsbury; Messrs. Bennett and Thorne, Wolverhampton; J. Fellowes, jun., Esq. Dudley.

PROSPECTUS.

The object of the proposed undertaking is, to construct the most direct and convenient line of railway between the important towns of Shrewsbury, Wolverhampton, Dudley, and Birmingham—thus connecting Shropshire and the mineral and manufacturing districts adjacent with the metropolis and Birmingham, and other principal places in the kingdom, by a good railway communication—and thereby affording, also, the most direct route to the various parts of Shropshire, to the whole of North Wales, and to different portions of South Wales.

The proposed line will be in length about forty-five miles—will commence at the eastern end of the town of Shrewsbury, proceed thence through the populous mining districts of Wrockwardine, the towns of Wellington, Hadley, Ketley, Shiffnal, Wolverhampton, and Dudley, and thence to Birmingham, running into the London and Birmingham Station—thus traversing a district, between Birmingham and Wolverhampton, unequalled in density of population, and at present wholly without the benefit of a railway communication.

The line has been surveyed by the company's engineers, Sir John Rennie and Captain Moorsom, and has been approved by Mr. Robert Stephenson, on behalf of the London and Birmingham Company.

The cordial co-operation of the landowners along the line, in addition to those on the provisional committee, has been obtained.

The traffic on the line has been carefully taken by two experienced statists, whose report shows a net return of about 10 per cent. on the proposed capital.

Arrangements have been made with contractors of the greatest respectability and eminence to complete the railway within the engineer's estimates, both as to time and money, and thus to place the sufficiency of the capital beyond a doubt.

The committee refer with confidence to the advantages of a direct line of railway communication through this important agricultural, mineral, and manufacturing district, which communication will be most importantly advanced by the proposed extension of the Chester and Wrexham and Chester and Birkenhead Railways to Shrewsbury—thus completing the direct northern connection with Chester, Birkenhead, Liverpool, and all the northern manufacturing districts, and it will also be thus connected with the Chester and Holyhead Railway, and thereby afford the most direct communication with Ireland.

The usual power will be taken in the Act of Parliament to allow interest at the rate of 4 per cent. per annum on the deposits, as well as on all future calls from the date of the passing of the Act.

A large proportion of the shares having been already subscribed for, applications for the remainder will be limited, and must be made on or before Tuesday, the 8th instant, to any of the under-mentioned parties—viz.: the Secretary, at the company's offices, 73, Cornhill; J. Hall, Esq. stock and share broker, 2, Harvey-court, Liverpool; Edward Ashworth, Esq. stock and share broker, 13, Norfolk-street, Manchester; Messrs. R. B. Watson and Co. stock and share brokers, Leeds; Messrs. John Robertson and Co. stock and share brokers, 15, Royal Exchange, Edinburgh; or to the respective solicitors.

WEST CORNWALL RAILWAY, FROM TRURO TO FALMOUTH, REDRUTH, HAYLE, AND PENZANCE.

Capital £100,000, in 5,000 shares, of £20 each.—Deposit £1 1s. per share.

OFFICES—4, NEW BROAD-STREET, LONDON.

PROVISIONAL COMMITTEE.

Sir Charles Lemon, Bart., M.P. Carclew
E. W. W. Pendarves, Esq., M.P. Pendarves
J. Philpotts, Esq., M.P. [illegible]
Edmund Turner, Esq., M.P. Truro
Fras. Bassett, Esq. Mayor of Truro
John Batten, Esq. Mayor of Penzance
J. J. A. Boase, Esq. [illegible]
Clement Carlyon, Esq., M.D. Truro
William Carne, Esq. Falmouth
Thomas Coulson, jun., Esq. Penzance
Wentworth Croke, Esq. Falmouth
S. T. Davy, Esq. Penzance
H. T. Dathoven, Esq. Old Broad-street
J. Davies Gilbert, Esq. Tredrea
A. L. Gower, Esq. Coleman-street
Alfred Jenkin, Esq. Trevarrick
Edwin Ley, Esq. Lanarmarth
F. Mowatt, Esq. Old Broad-street
J. Oliver Mason, Esq. New Broad-street
John Peynter, Esq. [illegible]
Richard Pearce, Esq. Penzance
Samuel Pidwell, Esq. Penzance
T. Ricketts, Esq. Old Broad-street
The Rev. Canal Rogers, Penrose
Francis Rodd, Esq. Trebartha
Vyvyan Robinson, Esq. Redruth
John Rashleigh, Esq. [illegible]
George Smith, Esq. Camborne
[illegible] Tremenheere, Esq. Tremenheere
John Vigurs, Esq. [illegible]
Louis Vigurs, Esq. Old Broad-street
Humphrey Willyams, Esq. Carnanton

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(With power to add to their number.)

ENGINEER—Capt. W. S. Moorsom.

LONDON BANKERS—Messrs. Drewett, Fowler, Barnard, and Co., Lombard-street.

SOLICITORS—Messrs. Thomas and Francis Edwards, Gray's Inn.

SECRETARY—John Macdonnell, Esq.

Applications for shares made by letter, addressed to the Secretary, at No. 4, New Broad-street, London, will be received and registered until the 7th of October next, when the committee will proceed to allot them to unexceptionable parties, it being understood that, in all cases, references will be required.

WEST CORNWALL RAILWAY.—The committee will meet on Tuesday, the 8th inst., to ALLOT the SHARES.

By order,
JOHN MACDONNELL, Secretary.

4, New Broad-street, London, October 2.

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GREAT BRITAIN MUTUAL LIFE ASSURANCE SOCIETY

14, WATERLOO-PLACE, LONDON.

THE CHISHOLM, Chairman.
WILLIAM MORLEY, Esq., Deputy Chairman.

PECULIAR ADVANTAGES OFFERED TO POLICY HOLDERS IN THIS INSTITUTION.

An extremely LOW RATE OF PREMIUM, without participation in the profits, but with the option, at any time within five years, of paying up the difference between the Reduced Rates and the Mutual Assurance Rates, and thus becoming members of the society, and entitled to a full participation in the profits.

Extract from the Reduced Rate of Rates for an assurance of £100, for One Year, Seven Years, and the whole Term of Life.

ANNUAL PREMIUM.

AGE.	ONE YEAR.	SEVEN YEARS.	WHOLE LIFE.
20	£0 [illegible]	£0 [illegible]	£1 [illegible]
30	1 [illegible]	1 [illegible]	2 [illegible]
40	1 [illegible]	1 [illegible]	2 [illegible]
50	1 [illegible]	1 [illegible]	3 [illegible]
60	3 [illegible]	3 [illegible]	6 [illegible]

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Full particulars are detailed in the prospectus.

A. R. IRVINE, Managing Director.

LONDONDERRY AND ENNISKILLEN RAILWAY.

Capital £540,000, in 18,000 shares, of £30 each.—Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.

Right Hon. the Earl of Charlemont, Lieutenant of the county Tyrone
Right Hon. the Earl of Roden
Right Hon. the Earl of Wicklow, Lieutenant of the county Wicklow
Right Hon. the Earl of Erne, Lieutenant of the county Fermanagh
Right Hon. the Lord Mayor of London
Sir Robert A. Ferguson, Bart. M.P. Lieutenant of the county Derry
Sir James Stewart, Bart. Fortstewart
Sir Edmund Hayes, Bart. M.P. and D.L.
Sir Robt. Bateson, Bart. Castruse, J.P.
Alderman Humphrey, M.P. Governor of the Hon. the Irish Society
Hon. H. A. Cole, M.P. for Enniskillen
Rev. John Grey Porter, Belleisle
Colonel Barton, Waterfoot, Pettigo, D.L.
W. B. Collett, Esq. M.P. } London Provisional Com. of the Dundalk & Enniskillen R.
W. E. Ferrers, Esq. }
W. H. Thomas, Esq. }
John G. Frith, Esq. }
George Hoyte, Esq. Ebenstone, Raheny
William Henry, Esq. Mountjoy-square, Dublin
Thomas Mooney, Esq., Kilmacud House, Dublin
Richard Wright, Esq. Pembroke-place, Dublin
Peter Eckersley, Esq. Hollybrook Park, Dublin
Edward Atkinson, Esq. Carrickbrennan House, Dundalk
John Stratton, Esq. Dundalk
N. B. M'Intire, Esq. Clover-hill, Dublin
Conolly M'Causland Lecky, Esq. Londonderry
Hugh Lyle, Esq. Cavanagarve, D.L.
Wm. Brown, Esq. Camber House
Wm. Haslett, Esq. Mayor of Derry
William Macky, Esq. Derry
Patrick Gilmour, Esq. Derry
Andrew A. Watt, Esq. Derry
Robert M'Intire, Esq. Derry
James T. Macky, Esq. Derry
J. W. Johnston, Esq. Troy
Wm. Leathem, Esq. Thornhill, Derry
John Munn, Esq. Derry
Robert Bond, Esq. St. Columb's
William F. M'Intire, Derry
John Leathem, Esq. Derry
Oliver Bond, Esq. Pennyburn
Francis Rogan, Esq. M.D. Derry
Stewart Gordon, Esq. Derry

SECRETARIES.

Frederick H. Hemming, Secretary to the London Committee.
Pitt Skipton, Secretary to the Derry Committee.

ENGINEER.

Sir John Macneill, LL.D., F.R.S.

SOLICITORS.

Timothy Tyrrell, Esq. Guildhall, London; Samuel Law Crawford, Esq. Londonderry.

LONDON BANKERS.

Messrs. Roberts, Curtis, and Co.

IRISH BANKERS.

The Bank of Ireland, and its branches.
The Provincial Bank of Ireland, and its branches.
Royal Bank, Dublin.
Northern Bank, Belfast }
Belfast Bank } And their branches.
Ulster Bank }

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The Act of Parliament will provide that no person shall be accountable beyond the amount of the shares subscribed for. The services of the provisional committee are gratuitous, and their functions will cease as soon as directors shall have been appointed under the Act incorporating the company.

The proposed railway is intended to commence at the city of Londonderry, and pass through or near the following towns and places:—Carrigans, St. Johnston, Strabane, Lifford, Newtownstewart, Omagh, Dromore, Kinawley, Trillick, and Ballinamallard, and terminate at Enniskillen, being fifty-seven English miles. At Enniskillen this line will join the proposed railway from thence to Dundalk, and thus form a direct communication from the north-west of Ireland to the east coast and to Dublin. A branch railway to Lough Swilly is contemplated, which will join the above line at Carrigans.

This line was surveyed in 1838 by Mr. George Stephenson, and has recently been surveyed by Sir John Macneill. Each has chosen the same district, and nearly the same ground; and from the reports of both these eminent engineers, the line is so favourable that the natural surface of the ground will form a considerable part of the level of the intended railway—the line, in its entire length, not exhibiting any tunnels, viaducts, deep cuttings, or heavy embankments.

The construction of the railway will be particularly easy. Not only are the levels favourable, but the best materials are to be found close to the line throughout. The land to be purchased will not be expensive; the public roads to be crossed and diverted will occasion very little cost; few bridges will be required for the length of line, and these can be cheaply erected.

The estimate of the expense of the formation of the line in 1838 (before railroad-making was so generally understood), by Mr. George Stephenson, at £375,000 for a single line of rails, is perhaps the best evidence that can be offered of the very favourable character of the line, and the recent report of Sir John Macneill most fully confirms the estimate of Mr. Stephenson. Indeed, had the same confidence existed in 1838 which now prevails in England, as to the security of property in Ireland, this railway would have long since been in existence.

The prospects of remuneration to the promoters of this undertaking are unusually satisfactory. The country through which the line is to pass is fertile, and in many places well cultivated; it at present yields a large supply of cattle, corn, flour, butter, flax, and various other products, to the exports of Derry—and the projected railway will speedily develope the resources of this already productive district; the population, also, is dense, and guarantees many advantages necessarily arising from the intercourse between populous districts. It may, therefore, be very fairly assumed, that the present traffic will be greatly augmented, and that the increased imports into this thickly peopled country will much improve in comfort and health the labourer and artisan, give new energy to the whole working portion of the inhabitants, and thereby lead to the improvement of their moral condition.

The traffic returns for the present project are not yet completed; but those made in 1838, with great care, are here set forth—and, as the trade has since then much increased, this data may be safely adopted whereon to form an opinion of the estimated profits. The following calculations were made in 1837, under the direction of Mr. Stephenson, from a detailed account of the existing traffic then taken:—

Revenue from passengers	£34,205	4	0
Ditto from goods, cattle, &c.	20,435	6	0
	£54,640	10	0
To which add for mails and parcels	3,500	0	0
Making the total receipts	£58,140	10	0
Deduct one-third for expenses	19,380	3	0
Net revenue	£38,760	7	0

From the trunk line, the cost of which is estimated at £[illegible].

The foregoing calculations were made at very moderate rates of carriage, and only the principal articles of export and import taken. Various minor articles, the aggregate amount of which would be considerable, have not been noticed, nor has anything been put down for the intended trade between town and town, and [illegible]

[illegible]

CORK AND BANDON RAILWAY,

CONNECTING THE
DISTRICT AND TOWNS OF THE WEST RIDING OF THE COUNTY WITH THE CITY AND HARBOUR OF CORK.

Capital £300,000, in 6000 shares, of £50 each.—Deposit £2 10s. per share.
Length 20 miles—Estimated cost £10,000 per mile.
No shareholder to be liable beyond the amount of his subscription.

PROVISIONAL COMMITTEE.
(With power to add to their number).

Lord Visc. Bernard, M.P. Castle Bernard
Sir Edw. Synge, Bart., D.L., J.P., High Sheriff County of Cork
Hon. Henry B. Bernard, Castle Bernard
Colonel Chatterton, K.H., D.L.
Sir Anthony Perrier, Cork
Daniel Conner, Esq. Manch House, J.P.
Thomas Romayne Sarsfield, Esq. Doolowne, J.P.
Robert Foster, Esq., Captain R.N. Rockcastle
Rev. Somers Payne, Upton
Richard Corbett, Esq. M.D. Inishannon
Thos. Hornibrook Sullivan, Esq. Bandon
Richard Tresilian, Esq. Bandon
John Huxley, Esq. Bandon
Musketine Alcock, Esq. J.P. Roughgrove
William C. Sullivan, Esq. Bandon
William Lane, Esq. Vernon Mount
Michael Roberts, Esq. J.P. Mount Rivers
James Splaine, Esq. J.P. Garrane
James Carnegie, Esq. Northam
Joseph M'Mullen, Esq. Cork
Robert T. Belcher, Esq. J.P. Bandon
Henry Herrick, Esq. Woodlands
John Nash, Esq. Brinny

STANDING COUNSEL.

John Fleming, Esq. Lincoln's Inn.

ENGINEERS.

Charles Vignoles, Esq. F.R.A.S., M.R.I.A. Consulting Engineer.
P. and E. Leahy, Esqs. M.I.C.E.I. Acting Engineers.

SOLICITORS.

J. C. Bernard, Esq. 178, Great Brunswick-street, Dublin, and 10, South-mall, Cork.
George Parsons, Esq. Manchester-buildings, Parliament-street, Westminster.

SECRETARY AND LONDON AGENT.

Edward Billing, Esq.
L. H. Thompson, Esq. Managing Director for London.

BANKERS.

The Provincial Bank of Ireland and its branches.

The object of this undertaking is to facilitate the communication between all the towns in the West Riding of the county with the City of Cork, by forming a railway from Cork to Bandon, upon which the other towns may be said to centre.

The towns thus conveniently and facilitated in their communication with Bandon and Cork, are Kinsale, Inishannon, Skibbereen, Clonakilty, Timoleague, Rosscarbery, Ballydehob, Skull, Castletownsend, Crookhaven, Bantry, Castletown, Berehaven, Dunmanway, &c., which, with the extensive districts in their respective vicinities, embracing an area of upwards of 400 square miles, contain a population of upwards of 200,000. This immense district is well known for its great mineral and agricultural wealth—the former consisting of copper, manganese, iron, lead, and silver; the latter, at present very rich in corn, butter, pigs, and cattle, is capable of being largely increased, and awaits but the stimulus and facilities derivable from easy and quick communication to insure the rapid development of its great natural resources. The formation of this railway will also have the effect of rendering the communication between the unrivalled Harbours of Berehaven, Glengariff, Bantry, Crookhaven, and Cork, more easy and more effectual.

From the position of the range of hills and mountains, running east and west, and bounding the above district on the north, Bandon must always form the natural focus upon which its various streams of traffic and intercourse must concentrate; and, therefore, whilst the construction of a railroad from Bandon to Cork would be productive of certain profit to its proprietors, it could not fail to confer very great advantages upon Bandon, Cork, and the West Riding of the county generally. It will also have the effect of facilitating the communication from Bandon and the western towns of the county of Cork, to Dublin, Belfast, and the north of Ireland, by means of the proposed Great Southern and Western Railway from Cork to Limerick and Cashel, whence a line is in progress to Dublin, and there will join with the proposed lines to Belfast and the other northern towns.

According to the Commissioners' Report, the trade of Cork amounted in 1835 to 400,000 tons annually. The Bandon line forms the chief of four great lines of traffic to and from Cork, and the passenger intercourse from Bandon is far greater than on any of the other lines. There are no circumstances connected with the line presenting any engineering difficulty, no inclined planes exceeding the ordinary gradients for locomotive power, no tunnel, nor any excavations of magnitude. The line is one of easy construction, adhering for the most part to the natural surface of the country.

As far as the landholders have been consulted they have declared their assent to the measure, and signified their readiness to afford it their warmest support.

Power will be taken to allow interest at the rate of 4 per cent. per annum on all deposits and calls, to be computed from the date of each payment.

The liability of the subscribers will be limited by the Act of Parliament to the amount of their respective shares.

The existing passenger intercourse between Cork and Bandon appears, from carefully prepared estimates, to be at least 150 per day in one direction, or 300 per day in both directions. This includes the average number travelling by public and private vehicles, the former numbering six coaches in the day each way. But the effect of the facilities of railway communication between towns has always been found to at least double the previously existing intercourse, and very frequently the increase is three-fold, and often even more.

Taking the smaller increase in the case of Bandon and Cork, the daily intercourse of passengers by railway will be 300 in one direction, or 600 in both directions per day, which at an average of 1s. per head gives a gross receipt of £30 per day, or per year for passengers .... £[illegible]

The merchandise traffic carried on through Bandon, between the western parts of the county and Cork, according to carefully ascertained data, corrected and checked by the Returns of the Irish Railway Commissioners and other correct sources, appears to be at least [illegible] tons, of various articles, such as corn, flour, timber, provisions, hardware, &c.; and, without assuming any increase of quantity for the facilities of railway transit, the above tonnage, at a charge of 3d. per ton per mile, gives a gross receipt for merchandise of 16,000

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[illegible]

Gross receipts .... £[illegible]
Deduct 40 per cent. for working expenses .... 13,[illegible]

Annual profit .... £20,[illegible]

Or 10 per cent. on a capital of £200,000.

Supposing one-third of the capital to be borrowed at 5 per cent., the above would afford 12½ per cent. on the paid up capital. In the above estimate no account is taken for the conveyance of troops and baggage, and for private carriages; nothing is assumed taken of the intercourse with Kinsale, the value of the fish trade alone being upwards of £20,000 a year, and the traffic with which must fall into the line, twelve miles from Cork.

Prospectuses may be had, and applications for shares to be made to Mr. Billing, the secretary, at the company's temporary offices, No. 4, Manchester-buildings, Parliament-street, Westminster, London; Mr. T. H. Sullivan, Bandon; Mr. John M'Donnell, Academy-street, Cork; Mr. John Wilde, stock and sharebroker, Royal Bank-buildings, Swarling-street, Liverpool; Messrs. Fowler and Co., stock and sharebrokers, Leeds; Messrs. Gibbons and Flint, stock and sharebrokers, Hull; Mr. Henry Lemmon, stockbroker, 17, College-green, Dublin; or to Mr. Henry Rogerson, Mining Record Office, 5, Shorter's-court, Throgmorton-street.

FORM OF APPLICATION.

To the Provisional Committee of the Cork and Bandon Railway.

GENTLEMEN,—*I hereby request you will apportion me* shares *in the above proposed railway, and I engage to pay the deposit of £2 10s. per share upon such allotment as you may be pleased to make, and to sign the subscription contract required by Parliament, and also the subscribers' agreement.*

I am, Gentlemen, your obedient servant,

Name ....
Profession, trade, or calling ....
Residence ....
Date of application ....

LA'MERT ON DEBILITY, NERVOUSNESS, AND ALL DISORDERS ARISING FROM EXCESS, &c.

"He who is pleasure's downy arms
Sacrifices his health, or youthful charms,
A fatal boon, and justly rue
Realities—is not indeed a boon."—

Just published, the Seventh Edition, in a sealed envelope, price 2s. 6d.; and free by post to any address, for 3s. 6d.

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SELF-PRESERVATION: A Popular Essay on those concealed disorders of the generative system, originating in solitary habits, youthful excess, or infection, [illegible] By SAMUEL LA'MERT, consulting surgeon, 9, Bedford-street, Bedford-square, London; Honorary Member of the London Hospital Medical Society, Licentiate of Apothecaries' Hall, London, &c.

[illegible]

Sold wholesale by S. Gilbert, 51 and 52, Paternoster-row; retail by Mann, 39, Cornhill; [illegible]

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THE SILENT FRIEND: a medical work, on Human Frailty,

[illegible] By R. and L. PERRY and Co. surgeons, [illegible]

The CORDIAL BALM of SYRIACUM [illegible]

PERRY'S PURIFYING SPECIFIC PILLS [illegible]

[illegible]

CORNWALL RAILWAY, FROM PLYMOUTH TO FALMOUTH.

Capital £[illegible], in 10,000 shares, of £50 each.—Deposit £3 per share.

No shareholder to be responsible for more than the amount of his share.—Interest to be allowed to the shareholders, at the rate of 4 per cent. per annum on all paid-up calls, from the date of payment until the railway is completed.

PROVISIONAL COMMITTEE.

J. T. TREFFRY, Esq., Place, Chairman.

The Right Hon. the Earl of Falmouth, Tregothnan	John Sutton, Esq. Penzance
The Right Hon. the Earl of St. Germans, Port Eliot	S. R. Broad, Esq. Falmouth
The Right Hon. Lord Eliot, M.P. Port Eliot	Clement Carlyon, M.D. Truro
Sir Charles Lemon, Bart., M.P. Carclew	William Carne, Esq. Roseworthy
E. W. W. Pendarves, Esq., M.P. Pendarves	G. C. Fox, Esq. Grove-hill
W. Tyringham Praed, Esq., M.P. Trevithow	R. R. Fox, Esq. Penmarwarthal
Edward Turner, Esq., M.P. Truro	John Gwatkin, Esq. Pave Behan
John Allen, Esq. Liskeard	John Rotcow, Esq. Brothers' Commons
	T. J. A. Schanfat, Esq. Lanhydrock
	George Smith, Esq. Camborne
	William Tweedy, Esq. Truro Vean
	W. M. Tweedy, Esq. Alverton
	John Vivian, Esq. Penwinnick

With power to add to their number.

And the directors of the Great Western, Bristol and Exeter, Bristol and Gloucester, and South Devon Railway Companies, who will be nominated hereafter.

ENGINEER.

Captain W. S. Moorsom, C.E.

BANKERS.

Messrs. Tweedy, Williams, and Co., Truro and Falmouth.

Glyn, Halifax, Mills, and Co., Freeland, Fane, and Co. } London.

SOLICITORS.

Messrs. Smith and Roberts, Truro.

SECRETARY (pro tem.)—F. F. Smith, Esq. Truro.

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The object of this undertaking is to connect the port of Falmouth with the naval station of Plymouth, and, by the South Devon and Bristol and Exeter Railways, with Bristol, where the great lines of railway communication with the metropolis and the north of England now meet; and thus to bring Falmouth, the most westerly port in the Channel, within eleven hours of London, and fourteen hours of Liverpool and Manchester.

The works of the South Devon Railway, from Exeter to Plymouth, being now in rapid progress, with a view to completion in two years, the time has arrived when it becomes essential to bring forward the plan for a western extension, in conjunction with the Great Western, Bristol and Exeter, Bristol and Gloucester, and South Devon Railway Companies.

The provisional committee having laid the plans and estimates of construction and the traffic case in detail before the directors of those companies, they have agreed to unite in contributing £[illegible] to the capital of this railway.

The associated companies having thus rallied themselves with this undertaking, the Cornwall Railway Company will have the advantage, in its operations, of the advice and assistance of members of their boards, and the works will be carried on with the opportunities, and under the supervision, of the experienced and talented officers of those companies.

A large proportion of the leading landed proprietors in the county have given assurances of support in land and money. A considerable local connection has been formed, and a large number of shares have been taken up, and no opposition or difficulty is anticipated in obtaining the Act. The necessary steps have, therefore, been taken to bring a bill before Parliament in the next session for constructing the Cornwall Railway.

From the surveys that have been made by Captain Moorsom, C.E., it appears that the line would pass through Truro, within three quarters of a mile of St. Germans, touching Liskeard, near to Bodmin and Lostwithiel, through Par and St. Austell, by St. Stephens and Trevithian to Truro; from Truro the course of the line would be towards Shore and Penjum Cross, to connect with the great mining and western districts of this county, and from thence by Penmenmaw and Penryn to Falmouth. The proposed line will pass through the richest and most densely populated mining, commercial, and agricultural districts of Cornwall. In the principal parts of these districts the habits of the people are peculiarly locomotive. A large and lucrative passenger traffic already exists, of a description which would be immediately increased by the facilities of railway communication.

The line will be connected on the north with the Wadebridge and Bodmin Railway, the Newquay Railway, and the Corndon Railway; and on the south with the Par and Fowey Railways, and the Looe and Liskeard Canal, from each of which a considerable amount of valuable traffic will be brought upon the Cornwall Railway, and the accommodation with the ports on the north and the south coasts greatly facilitated.

The various mining districts of Cornwall and Devon, around Callington, Tavistock, and Liskeard, are much connected with the central and western districts of St. Austell, Tywardreath, Grampound, Redruth, Camborne, and Penzance, and between these populous and important districts a constant and increasing intercourse exists.

The completion of the Railway from Penzance, which, passing through the great western mining districts, will join the proposed line of the Cornwall Railway between Truro and Falmouth, and for which a bill is to be brought before Parliament next session, will bring a great accession of traffic from those districts.

The Cornwall Railway will not only be in itself important and of great local advantage, but will, by fact, be the terminus of a metropolitan trunk line, and also the terminus of a line from the great manufacturing districts of the north, so that the mail bags which leave London in the evening will be at Falmouth in the morning, after eleven hours journey, and the passengers from Manchester or Liverpool may arrive at Falmouth in fourteen hours.

It will also be the westerly link of the great chain of coast lines now formed, or in progress, from Dover on the east to Penzance on the west, and will thus eventually become the trader of those districts, flowing to and from our western possessions.

The well known advantages and capabilities of the port of Falmouth, and the opinion unanimously expressed by the commissioners appointed by Government in 1841, to inquire into the comparative merits of the ports then suggested for the mail packet station—"that if a national capital be fixed in South West Land's End, and a harbour were constructed in that neighbourhood, where the mails might with facility be put on board packets, there would scarcely remain a doubt that nature intended to the security of Government"—make it evident that the construction of the proposed railway would render Falmouth the best port in the kingdom for the outlets and landing of the mails for the West Indies, the Peninsula, the Mediterranean, and all our foreign possessions. That this port will be largely used by passengers proceeding by those packets, and also by passengers arriving from and departing for our foreign possessions in sailing vessels, is evident from the anxiety always felt by those who have endured a long the voyage to reach the shore, and from the desire which most persons feel to avoid the delays and danger of the Channel navigation. The reasons which now induce outward bound Indiamen to call at Cowes or Portsmouth to embark their passengers, will apply with greater force to a more western port when a railroad shall bring that port within eleven hours of the metropolis.

The rapidly increasing number of vessels which, even under the present mode of travelling, visit, whether for passengers or orders, at Falmouth, shows that expeditious transit to a large extent may be well founded on these grounds; but, in the calculations now submitted, the committee have confined themselves to the most moderate view, the existing trade, which is more sufficient to show that this undertaking will prove a highly advantageous investment.

The estimated expense of the line, including the cost of land, preliminary and Parliamentary expenses, stations, and working stock, does not exceed the sum of £[illegible], which is to be raised by 10,000 shares, of £50 each.

The accompanying estimate of traffic, deduced from very careful observation made at twenty-three different stations on the roads, shows the following results—viz.:—

From passengers to markets and other public conveyances	£[illegible]
Post chaises, private carriages, carts, gigs, &c.	13,[illegible]
Parcels, goods, &c.	8,[illegible]
Cows, stock, sows, cattle, fish, and vegetables	11,[illegible]
The conveyance of the mails	6,[illegible]
	£[illegible]
Estimated annual cost of working, 60 per cent.	[illegible]
Net revenue	£[illegible]

This calculation, which shows a return of upwards of 8 per cent. on the capital, is made upon principles adopted in great lines before Parliamentary Committees, but does not include the carriage of any of the mineral produce of the country, or of mining materials, or of manures other than sand, nor is any credit taken for the large revenue which may be anticipated from the productive fisheries of the parts adjacent, and from the certain increase of passengers who will embark or disembark at Falmouth when that port will afford facilities of the benefit of railway communication.

Cornwall possesses within itself great facilities for the construction and maintenance of railways. The extensive formations, from which engines and other machinery are forwarded to all parts of the world—the able engineers who are brought up within it—and the skill and enterprise of the hardy working population, will all contribute to the cheap and good construction of the line and works.

The committee herewith but express their fullest confidence that the deep population of this county and the foundation laying the rich and important mineral productions, the north western position—unrivalled safety and capabilities of its harbours, and accessibility to any ports in the kingdom—the genial climate, promoting habitations such as are frequented by the invalids of Penzance, which has long constituted a the resort of invalids—the very productiveness of its soil, and the anticipated motive—this to Falmouth of the packet establishment, will all contribute to produce a satisfactory return on the capital invested, and serve to convince that you embrace a line of traffic still unexplored on the high road to the Indies, Peninsular, and Mediterranean portions of the world.

The cross power will be taken to the Act to allow interest, at the rate of 4 per cent. per annum on the deposit and on subsequent calls, from the time of payment until the railway shall open the railway be opened for traffic; and no calls will be made more than the amount of the deposit of £3 per share until the railway and the stations are finished, and then not beyond the amount of the subscription.

A deposit of £3 per share will be payable at the bankers on the allotment of the shares, and the subsequent agreement and Parliamentary contract must be signed on or before the 31st day of December next.

Applications for shares in this company may be addressed to the solicitors, or to any of the following shareholders—Messrs. Tweedy and Williams, Old Broad-street, London; Mr. Edward Grove, Lower Clarence-street, Kennington; Mr. John Hawkins, Manchester; Messrs. J. H. and G. Williams, Leeds; Mr. Daniel Pearson, Birmingham; and Messrs. Rodbourne and Gibbon, Glasgow; from either of whom prospectuses may be obtained—if being authorized thus, to all towns, inclusive, with the capital.

PATENT IMPROVEMENTS IN CHRONOMETERS.

[illegible]

KENTISH RAILWAY, FROM LONDON TO THE DOWNS,

THROUGH WOOLWICH, GRAVESEND, ROCHESTER, CHATHAM, AND CANTERBURY.

(Length of Line 74 miles).

Capital £[illegible], to be raised by the issue of 16,000 shares, of £25 each.
Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.

The Rt. Hon. Lord Harris, Belmont, Kent	Gipps, R. Plumptre, Esq. Montague-pl. Bryanston-square
The Hon. G. F. H. Harris, Belmont	Granville, General, Claylage, Kent
The Hon. G. A. F. P. S. Smythe, M.P. for Canterbury	Greene, Benjamin, Esq. Russell-square
The Right Hon. S. R. Lushington, Norton Court, Kent	Greene, Colonel, Boughton, Kent
The Right Hon. T. Pemberton Leigh, Torry Hill, Kent	Hilton, Henry, Esq., Sun-street House, Kent
The Hon. Arthur Arundel, Dover-street, Piccadilly	Hilton, Glim, Esq. Preston House, Faversham, Kent
Sir John Pirie, Bart. Cornhill	Hilton, Edward Jones, Esq. Faversham, Kent
General Sir Thomas Gage Montrésor, K.C.H. Coptrigge House, Kent	Hornby, John, Esq. M.P. for Blackburn
Sir John Maxwell Tylden, Milstead, Kent	Kendall, H., Esq. Auntsfriars
Abbott, Montague Vernon, Esq. Greenwood, Kent	Kennard, R. W., Esq. Upper Thames-st.
Adington, William Hurst, Esq. Clapton-square, Hackney	Lushington, W., Esq. Sedmonsham Lodge, Kent
Bell, Matthew, Esq. Gravesend, Kent	Lake, John, Esq. Bagshill, Kent
Bland, William, Esq. Hartley, Kent	Nicolls, Col. Edw., Shenstar's hill, Kent
Blyth, James, Esq. Auntsfriars	Oldham, Thomas William, Esq. Southam, Warwick
Bradshaw, James, Esq. M.P. for Canterbury	Page, Capt. R., Charlton House, Somerton
Bullock, Capt. F., R.N. Woolwich, Kent	Parker, Capt. John, R.N. Rothorne, Kent
Capper, Samuel James, Esq. Adelaide-pl.	Pocock, Rev. Dr., Marston Rectory, Kent
Carling, Rev. Spencer, Esq. Deal, Kent	Ricketts, Frederick, Esq. Old Broad-st.
Dyson, Francis Bradley, Esq. Gore Court, Kent	Rigden, William, Esq. Faversham, Kent
Rathbone, H. J., Esq. Old Broad-street	Monckton, Edw., Esq. Crayford, Kent
Rotwain, John, Esq. Russell-square	Walter, W., Esq. Sorrengrove, Rotherham
	Wood, Captain James, Bowater Lodge, Woolwich, Kent

(With power to add to their number).

BANKERS.

Messrs. Denison, Heywood, Kennards, and Co. London
Messrs. Arthur Heywood, sons, and Co. Liverpool
Messrs. Cunliffe, Brooks, and Co. Manchester
Messrs. Hammond, Pamptre, and Co. Canterbury
Messrs. Hilton and Co. Faversham

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ENGINEERS.

J. U. Rastrick, Esq. F.R.S., F.S.A.; Colonel Landmann, M.I.C.E., F.S.A.

SOLICITORS.

Messrs. Lake, Wilkinson, and Lake, 16, Lincoln's Inn.

A main line of railway through Kent, connecting the metropolis with the most populous towns in the county, passing through one of the richest districts in England, communicating with several watering places of great resort, and embracing, in its course, the chief Government depôts and barracks at Woolwich, Chatham, Sheerness, Canterbury, and Deal, is obviously most important, both in a national point of view, and as an investment for capital.

The line now projected will proceed from London by Deptford, Greenwich, Woolwich, Plumstead, Erith, Greenhithe, Northfleet, Gravesend, Rochester, Chatham, Milton and Sittingbourne, Faversham, Chartham, Canterbury, Wingham, Ash, and Sandwich, to Deal, thus accommodating a population, resident mostly to the places where stations may probably be placed, amounting to nearly 200,000.

The population residing within two miles of the railway is more than two-thirds of the entire population of the county of Kent, and the intercourse is so great, that there is no passenger traffic in the kingdom at all approaching it in magnitude. There will also be a considerable traffic in goods, fruit, vegetables, hops, and wool, and a large quantity of sheep, which now travel by the road.

The connection of this railway with all the Government depôts in Kent, and with the Downs, and the prospect of its eventually becoming an important means of communication with the continent (especially in the event of Deal being selected as a harbour of refuge), made a west end terminus obviously desirable, which will be effected by continuing the line from Greenwich by New-cross, Peckham, Camberwell, Kennington, and Lambeth, to join the extension line of the South-Western Railway to a station near Hungerford and Waterloo Bridges. This junction will make an uninterrupted railway communication of 100 miles from east to west, and connect the Government depôts in Kent with those at Portsmouth.

It will also supply to a large portion of the metropolitan suburbs a cheap, direct, and speedy communication with the west end of London, over Vauxhall-bridge, Westminster-bridge, the Hungerford Suspension-bridge, and Waterloo-bridge, and open to them the same means of access to Greenwich, Woolwich, and Gravesend, and, lastly, it will relieve the Kentish traffic from all payment of tolls.

It is intended to secure the facilities afforded by the Blackwall Railway for a direct communication between the towns of the north of Kent and the eastern parts of the metropolis, by the construction of a branch line of about two miles from Woolwich, over the marshes, to a point opposite the Blackwall terminus, where the river may be traversed by a steam-ferry.

The proximity of the Kentish line to the present railway station at Greenwich will enable passengers whose destination is the City or the borough of Southwark to proceed there with but little inconvenience, and this it is hoped may hereafter be removed, by some arrangement with the lessees of the Greenwich line for booking and conveying passengers throughout to London-bridge.

By thus providing two distinct outlets, and the most central terminus in the metropolis, the Kentish Railway will secure for its traffic, in the most effective manner, access to every part of London, besides providing a continuous railway communication with Portsmouth, Southampton, and the Isle of Wight.

The estimates of the cost of construction, purchase of land, &c., have been made liberally, to include all contingencies. A considerable portion of the line has been frequently surveyed, and, from the favorable nature of the soil in almost every part, there is little reason to apprehend an excess beyond the estimates, which amount to £[illegible] (or £[illegible] per mile) for the portion from Greenwich to the Downs, and £[illegible] for the extension from Greenwich to the west end of London.

The estimates of passenger traffic, founded on the existing river traffic as far as ascertained (at exceedingly low fares), on stamp-office returns of public vehicles, and from actual observation, amount to

	£[illegible]
Parcels, private carriages, horses, and dogs	14,[illegible]
Goods, &c.	20,[illegible]
	£[illegible]
Besides the short traffic between Greenwich and the West End, which will be, at least	40,000
Making a total of	£[illegible]

The annual expenses have been calculated in detail, and, there being no tolls payable, they will not exceed £[illegible]

Net profit, which, upon an outlay of £[illegible], will be equal to 7½ per cent. £[illegible]

Further participation are given in the detailed prospectus, which may be obtained from Messrs. Lake, Wilkinson, and Lake, 16, Lincoln's Inn, or at the office of the company, 13, Bishopsgate-street within, London; Richard Sebelen, Esq., Liverpool, or Edward Ashworth, Esq., Manchester—to any of whom applications for shares may be addressed.

CAMBRIDGE AND LINCOLN RAILWAY, VIA ST. IVES,

PETERBOROUGH, DEPPING, DOWN, and the CAR DYKE,

WITH A BRANCH TO BOSTON, SLEAFORD, AND SPALDING.

The public are respectfully informed, that the above line of railway has been submitted to and received the approbation of a great number of influential persons in every interested—that the surveys will shortly be completed, and that every necessary measure is in progress for obtaining the Act in the ensuing session of Parliament.—A prospectus will shortly be issued.

JOINT SOLICITORS { Messrs. Dawbarn, Knightley, and Parkin, London. / Messrs. Rooper and Sons, Spalding.

BANKERS—Messrs. Barnett, Hoares, Bradshaw, and Co.

PARLIAMENTARY AGENTS—Messrs. Jones and Walmsley.

LOCAL AGENTS—Messrs. Harris & Sampson, Cambridge; Messrs. Day & Swallow, St. Ives; Mr. William Andrew, Lincoln.

LOCAL BANKERS—Messrs. Thomas Fisher and Sons, Cambridge; Lincoln and Lindsey Banking Company, Lincoln.

VICTORIA LIFE ASSURANCE COMPANY.

DIRECTORS.

Sir James Duke, Alt., M.P., Chairman. | Benj. Green, Esq., Deputy-Chairman.
Benjamin Bennett, Esq. | Charles Bellows, Esq.

Popular advantages are offered by this company. Thus—

Persons assuring the lives of others may make their policies secure, notwithstanding the life assured may go out of the limits of Europe, without the necessary permission of the directors having been previously obtained.

Credit of half the premiums for the first five years allowed on policies effected for the whole term of life.

The policies of five years' standing, half the amount paid, after the first year's premium, may be borrowed thereon by the assured.

Advances are also made to persons on real or mortgaged property, or upon bonds of sureties, repayable by instalments.

Attention is particularly requested to the detailed prospectuses of the company, which may be obtained at the office, 10, King William-street, City, or by letter, addressed to the secretary. WM. RATHAY, Actuary and Secretary.

AUSTRALASIAN COLONIAL AND GENERAL LIFE ASSURANCE AND ANNUITY COMPANY.

Capital £[illegible], in [illegible] shares.

DIRECTORS.

Edward Barnard, Esq., F.R.S.	Gideon Colquhoun, Esq.
Henry Hoskins, Esq.	C. B. Maugham, Esq.
Robert Brooks, Esq.	Richard Gharles, Esq.
John Henry Chapman, Esq.	William Walkden, Esq.

BANKERS—Union Bank of London.

Chairman Bankers—Bank of Australasia (incorporated by Royal Charter, 1835).

Sir C. Monteagle Elliot.

PHYSICIAN—C. Evans, Esq., M.D., 41, Gloucester-street, Russell-square.

SOLICITORS—Messrs. Meadows, Francis, Dundas, and Co.

SECRETARY—Edward Ryles, Esq.

The advantages offered to EMIGRANTS to the Australasian colonies in this company are—first, that no extra premium is charged for residence in any of the Australasian colonies, except in New Zealand. Second, that no extra premium is charged to those who return to the whole term of life, the net voyage not to the antipodean colonies, and the net return voyage; and that premium may be paid and claims settled in those colonies. And to all persons who wish to secure their lives, the company offers unusually favourable rates of premium, participation in profits, and the guarantee of an ample subscribed capital.

Prospectuses and full particulars may be obtained at the office of the company, 126, Bishopsgate-street, corner of Threadneedle-street.

DIRECT NORTHERN RAILWAY COMPANY.

—The provisional committee of the Direct Northern Railway Company from London to York by Lincoln, having before them an advertisement published in the morning papers of this day, headed "London and York Railway," and signed "J. H. Mowatt, secretary," and observing the very discourteous spirit which pervades it, feel that they might have contented themselves by simply giving a peremptory denial to the statements contained therein, so far as they impugn the prospectus and line put forth by this committee, of which they are prepared fully to establish the integrity at the proper time, and before the proper tribunal—yet the committee, thinking that it is due to the public to furnish a specific reply to the advanced statements, now proceed to do so as follows:—

STATEMENT IN THE ADVERTISEMENT.	ANSWER.	PROOF.
1. That the project for a new railway from London to York was formed by Mr. Gibbs in 1836, and in that year carried into Parliament.	1. This was not a direct line from London to York, but made by Cambridge, with a London terminus at Whitechapel.	The Parliamentary notices in the London Gazette and the Records of Parliament.
2. That in 1840 Mr. Gibbs again brought his scheme before the Parliamentary Commissioners, and it is detailed by them in their report in 1841.	2. This scheme was still by Cambridge.	Report of Commissioners in 1841.
3. That such scheme was never abandoned by him (Mr. Gibbs).	3. Admitted that Mr. Gibbs never abandoned his scheme by Cambridge.	
4. That on the 16th of April, 1844, "the project" was announced by advertisement in the Times, under the name of the Great Northern Railway, before any advertisement of Sir John Rennie had appeared.	4. Denied that this advertisement related to the above project of Mr. Gibbs. The promoters of the Direct Northern Railway, on the 4th of April, 1844, published and extensively circulated the prospectus and plan of their present line, having its London terminus at King's-cross, and going Great to York; and as a subject of public importance and interest it was noticed by the press. It appears that the proposed line is to commence near King's-cross, in the New-road, and, independently of any other line, to take its course through Hertford, Bedford, Huntingdon, Peterborough, Stamford, Sleaford, and the other important towns, to Lincoln and York—the distance by the adoption of this line being less by nearly forty miles than it can be travelled by any existing railway. The capital required for the execution of the work is estimated at or under £4,000,000, the length of line being 180 miles. The work will be placed under the superintendence of Sir J. Rennie and Mr. Wm. Gravatt, civil engineers."	The City article of the Morning Post of the 12th of April, 1844, contains, amongst other remarks on the subject, the following: "The formation of a direct railway from London to York, by way of Lincoln, for the purpose of connecting the north of England and Scotland with the metropolis, has been decided on. Prospectuses have been issued, together with maps explanatory of the mode of proceeding intended.
5. The advertisement gives "the most direct and unqualified contradiction" to the assertion "that the scheme of a new railway to connect London with York originated with, and was first projected by, Sir John Rennie and Co."	5. There have been many schemes for connecting London with York by railway; but Sir John Rennie and this committee do certainly claim to have originated and first projected the connection with these cities, as well as the north of England and Scotland with London, by a Direct Main Trunk Railway. Further, the Messrs. Rennie, in 1837, about the time they were engaged in carrying the Liverpool and Manchester Railway Bill through Parliament, laid down a plan of a direct line from London to York by Lincoln, and have never abandoned that project.	Maps in Messrs. Rennie's office, produced to this committee.
6. The advertisement states "that the difference in distance between the two projected lines from London to York, instead of being 10 miles, is not more than 14 miles" (in favour of Sir John Rennie's line); and also that the line of the London & York Company is in reality upon the line as finally laid down 164 miles.	6. This can only have been accomplished, as this committee are advised, by a further appropriation of Sir John Rennie's line, and a further abandonment of Mr. Gibb's line of 1836, 1840, and 1841.	In the Stamford Mercury of the 30th August, 1844, is a report of a public meeting held at Stamford, combining the following as part of a speech by Mr. Frederic Mowatt, vice-chairman of the London and York Railway:—" The trunk line was, in round numbers, 200 miles, and its ramifications would be still more extensive." This report is subsequent in date to an advertisement of the London and York Railway Company, in the Railway Times of the 27th of July, 1844, which contains these words:—" The practicable throughout has been determined on in a manner satisfactory to the landed and other interests, and in a few days the proprietors will receive a sketch of the line, with particulars, from the engineer's (Mr. Locke's) report."

Apply to the above a common process in arithmetic—

Length of line, as stated by Mr. Mowatt	200 miles.
Length of Sir John Rennie's line	180 —
The result in favour of the latter is	20 —

This committee wish to assert their confident belief, that, from the tone of the advertisement under comment, it cannot have received the sanction of the noblemen and gentlemen whose names are so conspicuously paraded in connection with it, and who, it is matter of notoriety, do not now form the provisional committee of the London and York Railway Company. In conclusion, this committee cannot but call attention to the announced fact, that the line adopted in, with modifications, that of Mr. Gibbs—thus conveying that the London and York Company are not indebted for their line, as finally laid down, either to Mr. Walker, the distinguished engineer to the first line—viz., the Cambridge and York on Lincoln Railway; or to Mr. Locke, who has just resigned his office; or to Mr. Cubitt, who is at present advertised as the engineer to attend to the company; but to Mr. Gibbs, whose name has not previously appeared as professionally connected with the London and York Railway Company.

By order of the committee,

Direct Northern Railway Office, 64, Moorgate-street, London, October 3. WM. ANDRUCK, Sec.

DIRECT NORTHERN RAILWAY, FROM LONDON TO YORK, BY LINCOLN.

Capital £[illegible], in 40,000 shares, of £50 each.—Deposit £1 10s. per share.

PROVISIONAL COMMITTEE.

The Hon. William Ashley	James Farquhar, Esq.
J. M. Brackenbury, Esq.	William Gardner, Esq.
John Brightman, Esq.	Colonel William Gravatt, R.E.
Michael Bruce, Esq.	Major Thos. Geo. Marriott, H.P., R.A.C.
Robert Walter Carden, Esq.	William Morley, Esq.
Edward Tyrell Carter, Esq.	William Mountford Stone, Esq.
The Chevalier	John Pickersgill, Esq.
Lieut.-Colonel James Nisbet Colquhoun, R.A.	Thomas Sellers, Esq.
	Edward Shearman, Esq.

Edward Wilshire, Esq.

(With power to add to their number).

ENGINEERS—Sir John Rennie, F.R.S.; William Gravatt, Esq., F.R.S.

BANKERS—The Union Bank of London.

SOLICITORS—Messrs. Johnston, Farquhar, and Leech, Moorgate-street, London.

PARLIAMENTARY AGENTS.

Messrs. G. and T. W. Webster, Old Palace-yard, Westminster.

SECRETARY—Major William Andruck.

44

The formation of a direct main trunk railway, for the important purpose of connecting the north of England and Scotland, by York and Lincoln, with the metropolis, has been decided upon, after mature investigation and consideration of the public advantages of such a line of communication.

The line will commence near King's-cross, in the New-road, the most central situation in the metropolis, both as regards the west end and the city; it proceeds by Chipping Barnet, Biggleswade, St. Neots, Huntingdon, near Peterborough and Market Deeping, by Stamford, to the west of Bourn, east of Grantham, east of Sleaford, and east of Newark, to Lincoln, and thence by Gainsborough, Thorne, Snaith, and Selby, to York. The distance by it between London and York will be 180 miles.

It will be about twenty miles shorter than by any other proposed line.

It will reduce by thirty-nine miles the present distance between London and York, and will consequently by the same distance bring Newcastle and Edinburgh nearer to the metropolis, while the distance now between London and Hull will be on one-third fewer miles.

It will form the nearest route to Leeds, Selby, Hull, Halifax, Bradford, Huddersfield, Wakefield, Pontefract, and Sheffield—thus commanding the trade of the manufacturing districts of Yorkshire, as well as the traffic from the north of England, Northern Lincolnshire, and the other agricultural districts through which it passes.

Taking its course through a highly productive country, it embraces all the market towns of importance, and connects all Lincolnshire with the manufacturing districts and the metropolis.

It opens an easy communication between Norfolk and Suffolk and the west and north of England.

The line, as will be seen, is the main line and branches with the drainage of the low districts, which is undoubtedly the most important markets and towns of that district.

The calculations are extremely favourable, and are obtained at a moderate expense, there not being any engineering work of great magnitude on the line. The groups with the main or existing lines through the manufacturing districts, and all lines of fixed to travelling will be avoided, as the line will be the original work from, rather than accompanying.

The expense of constructing being moderate, and the distance so much reduced, the line will be proportionately low, and an ample profit is sufficiently shown by the annual statement of the traffic taken, which, are the result of a most careful investigation, and are presented as evidence for Parliament.

The capital proposed to be raised (namely, £[illegible]) is more exceeding the sum

gineer's estimate; it has, however, been thought advisable to allow an ample margin for any increase of prices above those of the present time.

The surveys were commenced in October last—and in March last, the Direct Northern Line, and its advantages (together with many other trial lines, and their disadvantages), were carefully brought to the consideration of many gentlemen well qualified to form an opinion on such matters—and finally the prospectus, accompanied by a map on a sufficient scale, was published on the 4th April last; this prospectus and map show the London terminus at King's-cross.

At this date, there was not before the public any other project for a direct line of railway from London to York; but when more than a month had elapsed from the time of the publication of the prospectus and map of the Direct Northern Railway, the Cambridge and York via Lincoln Railway Company (who had up to that time adhered to an indirect line by Cambridge to York) changed their title to that of the London and York Railway Company—and their stated capital, which previously had varied from £7,500,000 to £7,000,000, was then for the first time named at £4,000,000; in their new prospectus, the London and York Company also adopted King's-cross for their London terminus.

Of the some entertained of these encroachments by the promoters of the Direct Northern Railway, the York and London Company were duly apprised by a circular addressed to each member of their committee, on the 16th May last, and signed by the secretary, Major Ansinck.

A map of the London and York Railway was, however, published in the latter part of August last, which, to the surprise of the promoters of the Direct Northern Line, showed an attempt to appropriate upwards of seventy miles from London of the published line of the Direct Northern Railway.

Still the project of the London and York Railway Company falls very far short of a direct line from London to the north, as will be seen from the following data:—From London to York, the distance by the present lines of railway is 219 miles; by the proposed London and York line, stated to be 200 miles; by the proposed Direct Northern Railway, 180 miles.

During the progress of this undertaking, a very large proportion of the landowners on the line have been communicated with, and consulted in reference to it—and the full concurrence of that important interest is, with very few exceptions, confidently relied on.

Public attention having been lately drawn to the atmospheric principle, the committee wish to observe that they are in a condition to take advantage of that principle, should it eventually be shown to be for the benefit of the undertaking.

The sections of the country through which the line passes from London to York can be seen at the offices of the company, 64, Moorgate-street; every explanation, also, will be afforded with regard to the traffic and other matters.

The Parliamentary plans, &c., are in course of preparation—and application will be made for an Act of Incorporation in the ensuing session of Parliament.

The deposit of 5 per cent., or £2 16s. per share, is necessary to meet the requirements of the Parliamentary standing orders—but the preliminary expenses will in no event exceed 10s. per share. Interest at the rate of £4 per cent. per annum will be allowed on all calls made after the passing of the Act till the opening of the railway.

The subscribers' agreement and Parliamentary contract will be ready for signature on the payment of the deposit.

A large proportion of the shares having been already applied for, no application for shares can be received after the 8th of October next, up to which period they may be addressed to the secretary, at the offices of the company, 64, Moorgate-street, London, where prospectuses and plans may be obtained; or to Messrs. John Railton and Son, and Messrs. Cardwell and Sons, sharebrokers, Manchester; Thomas Kell, Esq., sharebroker, Birmingham; Messrs. Garton and Wright, sharebrokers, Sheffield; Messrs. Edward King and Co., sharebrokers, Leeds; Francis Stamp, Esq., sharebroker, Hull; Messrs. Cullinson and Flint, sharebrokers, Hull; Thos. Brookman, Esq., sharebroker, and W. H. Morrice, Esq., sharebroker, Blackburn; J. Knowles, Esq., sharebroker, Bradford, Yorkshire; W. H. Cowling, Esq., sharebroker, York; Messrs. Henry Davies and Co., sharebrokers, Liverpool; Robert Allan, Esq., sharebroker, Edinburgh; Messrs. M'Ewen and Auld, or J. Watson, Esq., sharebrokers, Glasgow; or to William Gordon, Esq., sharebroker, Aberdeen.

Estimated income, calculated on the usual Parliamentary data, and based on the actual returns, which are printed, and may be seen at the office:—

Passengers	£320,190	0	0
Parcels	42,560	0	0
Merchandise	145,600	0	0
Conveyance of live stock	10,712	0	0
Ditto of private carriages, horses, and dogs	24,570	0	0
Mineral and agricultural produce	12,000	0	0
	£555,632	0	0
Deduct for maintenance of the line and working expenses, 40 per cent.	£222,032	0	0
	£333,600	0	0

Being about 8½ per cent. on the capital of £4,000,000.

FORM OF APPLICATION FOR SHARES.

To the Committee of the Direct Northern Railway.

GENTLEMEN,—I request that you will allot to me shares of £10 each in the proposed "Direct Northern Railway," and I undertake to pay the deposit and sign the necessary deeds.—Dated this day of , 1844.

Name .....
Residence .....
Trade or profession .....

DIRECT NORTHERN RAILWAY.—The committee will meet on Wednesday, the 9th inst., to ALLOT the SHARES, and no application will be attended to unless lodged in the office of the company on or before Tuesday, the 8th inst. By order,

64, Moorgate-street, Oct. 1. WILLIAM AMSINCK, Secretary.

CAUTION.—ANDREW SMITH, PATENTEE of the WIRE ROPE, feels it necessary to inform the public, that the ship *Richard Cobden*, from Liverpool for China, which was brought into the Cove of Cork on the 15th ult. with her main and mizen-mast gone, the iron rigging having given way, was NOT FITTED with his PATENT WIRE, but with a spurious imitation of the same.

A. S. considers this notice necessary, as his agents at Liverpool, Messrs. Robertson, Alexander, and Co., had cautioned the builders and owners of the *Richard Cobden*, when in the act of fitting her out, "that the rigging would not stand, and *that the masts would go in the first breeze.*" Legal proceedings were instituted against the owners as soon as it was ascertained they were fitting the above named ship with the spurious manufacture, and in no unmanageable a manner—which proceedings are now pending.

White Lion-court, Cornhill, October 4.

ANDREW SMITH begs to refer SHIPOWNERS and CAPTAINS to the following TESTIMONIALS, in proof of the utility of his PATENT WIRE ROPE, as STANDING RIGGING, and is prepared to guarantee the owners of any ship of its superiority and cheapness over hempen rigging.

Marine Surveyor's Office, Liverpool, June 3, 1842.

GENTLEMEN,—In reply to your letter of yesterday, requesting my opinion of your Patent Wire Rope, I have to state, that, having tried it on board THREE of the light-ships at this port—viz., the Council, the Albert, and the Queen, I am fully convinced of its merits, and consider it peculiarly well adapted for vessels of this description, from its great strength, lightness, smallness of size, and the nearly total absence of expansion and contraction under the greatest changes of temperature and moisture; these advantages being very important in vessels exposed, as light-ships must necessarily be at all times and seasons, to the inclemencies of wind and wave.

I am, Gentlemen, your obedient servant,
(Signed) WILLIAM LORD.

Messrs. Robertson, Alexander, and Co., Agent's for Smith's Patent Wire Rope, Liverpool.

London, March, 1844.

SIR,—I have much pleasure in stating, that my schooner has been entirely fitted with your Patent Wire Rope, as standing rigging, for nearly eight years, and it now appears as good as when put over the mast head. During that time the schooner has been constantly afloat, and trading in the Baltic and elsewhere.

I am, Sir, your obedient servant,
To Mr. Andrew Smith. (Signed) THOMAS MARSHALL.

The following are the names of a few of the vessels fitted with Patent Wire Rope:

	Years fitted.
Belonging to Government—	
Pelorus's Launch	8
Ant ditto	8
Lowest Steam Frigate	8
Lightning ditto	4
Vixen ditto	8
St. Vincent Flag Ship, Portsmouth—partly.	
Pembroke Frigate, Chatham do.	
Dover Frigate, do.	14
Hermes	14
Vengeance	
Victoria and Albert (Royal Yacht)	
Belonging to the Russian Government—	
Three Steam Frigates, built in the Thames	8
Belonging to the Dutch Government—	
One Steam Frigate	8
STEAM-SHIPS AND VESSELS.	
Dasia	7
Royal Liverpool, 1400 tons, belonging to the Peninsular and Oriental Steam Ship Company	8
Oriental, 1800 tons do. do.	8
Blackburn, 1800 tons do. do.	8
Bentinck, 1800 tons do. do.	8
Sesostris, do. do.	8
Prince, Princess, and Queen Victoria, 200 tons each, belonging to the City of Dublin Steam Packet Company	4
Bilsington Hough, 200 tons, belonging to do.	4
Duke of Cambridge, 400 tons do. do.	4
Medina, 300 tons, belonging to the St. George Steam Packet Company	4
Iron Duke	
Pet Queen	
Prince of Wales	
Magician	
MERCHANT SERVICE.	
Schooner Wanderer	8
Schooner Eglington, 100 tons, belonging to A. S. Dallas, Esq., of Ayr	
Iron Ship John Gourlay, 700 tons, belonging to Messrs. Ashbrook, Gourlay, and Co., of Liverpool	4
Barque Mary, 300 tons, belonging to Steven Rennie	4
Iron Schooner Cheronea, 100 tons, built by John Laird, Esq., Liverpool	4
Vessel ditto, belonging to Dr. Brandreth, of Liverpool	
Barque Royal William, 400 tons, belonging to William Parker, jun., Esq., Liverpool	4
Light-ships Queen and Albert, belonging to the Liverpool Dock Board	3
Barque Rodney, 400 tons, belonging to Mr. Richard, of Greenock	3
Iron Schooner Lady Flora Hastings, 100 tons, built by John Laird, Esq., Liverpool	3
Barque Hamilton, 400 tons, belonging to Mr. Commerford, of Liverpool	3
Schooner Leddra, 100 tons do.	3

MINING RECORD OFFICE,
5, Shorter's court, Throgmorton-street, Oct. 5.

TIN AND COPPER MINES IN DEVONSHIRE.—Mr. ENGLISH is authorized to enter into treaty with parties for SALE of an extensive mine sett, with water-wheels, machinery, and every appliance, at a sum far below the real value of the materials upon the mine, and not exceeding that which they would obtain if removed. Large quantities of ore have been returned, and every explanation will be afforded as to the cause of the property changing hands.

LEAD MINES IN NORTH WALES.—Two (64ths) shares in mines yielding profit of £.00 per share per annum, and with every prospect of increasing returns, to be DISPOSED OF.—Every information will be afforded on application to Mr. English.

TO CAPITALISTS.—A concern for a manufacturing product of considerable demand, and which obtains a price of 50 per cent. over the cost of extraction, and which will yield a return of from 15 to 20 per cent. on the capital invested—having been taken up; 1-16th, or any portion thereof, will be DISPOSED OF, so as to be remunerative to the purchaser to the extent named.

SOUTH WALES.—A mineral tract, producing lead of good quality, in the immediate vicinity of the celebrated Cwm Ystwith mines, on favourable dues, has been placed in Mr. English's hands for DISPOSAL of a part, or the entire. The outlay will be inconsiderable, proportionate with the advantages which the sett presents.

LEAD MINES, NORTH WALES.—A mine, which has yielded some hundreds of thousands of pounds in its former workings having been resumed, and a considerable profit made during the past twelve months, after allowing for a heavy expenditure in developing the resources of the mine and surface work, is placed in Mr. English's hands for DISPOSAL to the extent of one-half of the number of shares, which are divided into 256. A steam-engine, with water-wheels, incline plane, tramways, dressing floors, and all appurtenances, are complete—the mine being in a state of active working, and yielding a considerable quantity of lead ore and blende.—For further information apply to Mr. English.

SOUTH METROPOLITAN PURE WATER COMPANY.
Capital £200,000, in shares of 10l.—Deposit 10s. per share.

TRUSTEES.
(Until the Act of Parliament is obtained.)
Robert Holdsith, Esq., Charing-cross.
Thomas Grissell, Esq., Lambeth.
H. Weston, Esq., Borough Bank.

ENGINEER—Mr. James Easton, Grove, Southwark.

Prospectuses, containing forms of applications for shares, and every information, may be had of the secretaries.

JOHN GALSWORTHY, 10, Ely place, } Joint
E. H. BRAMAH, 6, Great Winchester street, } Secretaries.

SOUTH METROPOLITAN PURE WATER COMPANY—NOTICE.—The SHARES in this company will be ALLOTTED on the 16th of November.

JOHN GALSWORTHY, } Joint
G. H. BRAMAH, } Secretaries.

Published by J. Weale, 59, High Holborn, price One Shilling.

THE NATIONAL IMPORTANCE OF PRESERVING MINING RECORDS.
By THOMAS SOPWITH, F.G.S.,
Member of the Inst. of Civil Engineers, and of the Geological Society of France.

PRACTICAL TUNNELLING.

Just published, with Twelve Copperplate and Forty-six Wood Engravings, price One Guinea, a new work on

PRACTICAL TUNNELLING, explaining in detail, the setting out, the construction, and cost of such works.
By F. W. SIMMS, F.R.A.S., F.G.S., M. Inst. C.E., C.E.

Sold by Messrs. Troughton and Simms, 135, Fleet-street, and Messrs. Simpkin, Marshall, and Co., London.

Just published, price Nine Shillings, cloth, with Five Plates,

FARADAY'S EXPERIMENTAL RESEARCHES IN ELECTRICITY—Vol. II.

Also, ON SALE, Vol. I., price 18s., with Eight Plates.

London: R. and J. E. Taylor, Red Lion-court, Fleet-street.

TO MINE AGENTS.—WANTED IMMEDIATELY, a PERSON of GOOD EDUCATION, from twenty-eight to forty years of age, qualified to take the responsible situation of SUPERINTENDENT of an extensive COPPER MINING ESTABLISHMENT, yielding very large annual returns, situate in a foreign colony, with which there is a communication every fortnight by steamers. The strictest inquiry will be made into his qualifications, habits, and general knowledge of business.—Apply to Mr. Henry English, Mining Record Office, 5, Shorter's court, Throgmorton street.

NOTICES TO CORRESPONDENTS.

SHARE JOBBING.—According to a letter from Mr. J. Y. Sommer, the secretary of the Stock Exchange, we find that Mr. Josephs is not a member of that establishment; the publication, therefore, of "Civis's" communication, in reference to the *exposé* before Sir Peter Laurie on Tuesday last, is not called for.

An unusual pressure of advertisements at a late hour has compelled us to postpone several articles intended for this week's Journal—including Professor Amdrel's paper On the Preservation of Mining Records—On the Supply of Pure Water to the Metropolis—On Wooden Railways—On the Geology of Scotland—&c.

Received.—J. R. (Jersey), we are obliged for the communication—W. S. M. (Wye)—R. A.—S. P.

THE MINING JOURNAL,
Railway and Commercial Gazette.

LONDON, OCTOBER 5, 1844.

Truly melancholy is the duty imposed upon us of recording the fatal accident at Haswell Colliery, whereby NINETY-FIVE LIVES WERE SACRIFICED, briefly noticed in another column. We abstain from any comment until the verdict of the jury at the coroner's inquest shall have been given; but we cannot allow a week, or even an hour, to pass by, without again inviting—nay, imploring, our readers to aid the object we have ever had in view, and to which much time and attention has been devoted—that of enforcing some remedial measure by Legislative enactment for the protection of the working collier.

For ourselves, we are, to use a collier's phrase, "sick and sorry" at the apathy of Government, the Legislature, and those whose duty it is to protect the working collier and miner. Never will anything be done until the strong arm of the law enforces it. Sympathy and interest work not well together, if we may judge from the evidence daily afforded us; and, in the absence of any effort on the part of others, we have hastily drawn the subjoined petition, which we have reason to believe will be presented to the QUEEN within forty-eight hours of the publication of our Journal, whose gracious reply we hope to have the power of communicating in our next Number:—

TO HER MOST GRACIOUS MAJESTY THE QUEEN.

May it please your Majesty,

The melancholy event of loss of life at the Haswell Colliery, Durham, on the 20th September last, by which ninety-five lives were sacrificed, and their families left in a state of destitution, will, I feel assured, at once secure your Majesty's sympathy. As a wife and mother you cannot but feel for the loss sustained by those, who in kindrie life are not only deprived of their partners and protectors, but who are thrown as widows and orphans helpless on the world.

Appeals have been made to your Majesty's Ministers, to Parliament, to those possessing wealth, as well as to those whose duty it is to afford protection to the humble instrument by whose thirty fortunes are created, but without avail.

Let me, then, implore of your Majesty, on behalf of the collier and miner, that you will use your Royal prerogative, and order a Commission of inquiry, or institute such other measures as your Majesty may deem fit, whereby protection may be afforded to the humble collier and his family. On their behalf I crave this, and remain, Your Majesty's humble servant and loyal subject,

Mining Journal Office, 26, Fleet-street, Oct. 5, 1844. HENRY ROSCOE.

We have carefully read the evidence adduced, and also regarded the conduct of the several parties connected with the inquiry, and shall have something to say in our next or to the refusal on the part of the jury in refusing Mr. MATTHIAS DUNN (on personal grounds it is stated) the office of investigating the causes of accident. We believe that gentleman not only to be competent to the task, but honest, and it is not because his name was put forward by the colliers "Attorney-General," as one who it was the desire of the widows and orphans of those whose lives have been sacrificed, should investigate the cause, that he should have been rejected. Were we to consult a barrister or physician, should we for a moment consider his relative position as regards parties, or should we not rather confide on his ability to afford an opinion. What objection, then, can arise as regards Mr. M. DUNN?—If he is incompetent, then the answer is complete—if prejudice exists, then the inquiry will not be fair or just.

We have full confidence in those who are nominated, and believe there is a desire on the part of the proprietors to afford every facility to acquire information—indeed, the evidence shows that no blame can be attributable to them. Yet we cannot but censure and regret the course taken.

BOG MINES—SHROPSHIRE.

We have been favoured with the following report made by Capt. Abraham Francis on this property, which it is only right to observe was not intended for publication, but of which we have obtained permission from the gentleman to whom it is addressed, to insert in our columns:—

SIR,—Agreeably with your request, I have spent some days in examining the Bog Lead Mining District, and its contiguity to other mines in the neighbourhood, together with all the underground workings made in the Bog and Pennerly veins, and the prospect of their being in future productive, if further explored.

The three great mines, the Bog, Pennerly, and Cross's, are situated about fifteen miles south-west from Shrewsbury, on the west side of the Stiper Stones, and within three miles of the rich and lasting Snailbeach Mine, which lies to the north-east, and is in precisely the same measures, or country, as the Bog Mines, and about the same distance from the backbone of all the great mines of this district—the Stiper Stones. Taking the range from the Snailbeach Mine, the next south-ward, about two miles distant, is Cross's Mine, and 400 to 500 fathoms further south Pennerly, next the Bog Mines, which are about 500 fathoms south of the latter. The Great Bog level has been driven from north to south about one mile and a half through, or across, this mineral district, but too far to the west of the Stiper Stones to have had a fair chance of making discoveries of ore, or even of veins—the level, for all its length, being in shale.

The grant to the Bog Mines Company, contains several square miles, in the district before described, at royalties varying from 1-10th to 1-12th; and there is every probability of numerous veins being found to it, if explored nearer the Stiper Stones, where the veins will appear near the surface; and great hopes may reasonably be entertained of their being productive at a shallow depth, towards the rocks. Such trials may now be effected at a comparatively trifling cost, as the ground is drained to a considerable extent north and south, and at a great depth from the working of the present engines. The Great Bog level may also be driven eastward towards them, after discoveries being made through the shale, and then on the veins, gaining depth very fast in going eastward.

The Bog Mine is worked by a 70-inch cylinder steam engine, pumping 13-inch lifts 163 fathoms, into the Great Bog level, which is fifty-two fathoms below the surface; this engine manages the water with ease, and is capable of effectually working this vein, from sixty to eighty fathoms below the present bottom. This mine, as is almost always the case in deep mines, has experienced poor floors of ground at different depths, and, by sinking twenty or thirty fathoms, has again more than equalled its former productiveness; and the poor floor, which appears to have passed through the mine at the 120 fathom level, is fast wearing out in the 140 fathom level; and in the 163 the vein appears to be more than restored to its usual strength, and is very rich in some parts—the present western level particularly so, and reasonable hopes may be entertained of its continuing equally rich for a considerable distance to the westward. From the appearance of the 120 and the 140 fathom levels, compared with those above, as, from the nature of the lower levels, it may be assumed that the present workings are under the bottom of the basin of shale, which, on the surface, appears to have separated this district from the Grit and Gravel Mines District; and it may be reasonably inferred, that the bearing measures of the two districts have met under this basin of shale at the 140 fathom level, and that the vein at the 163, and deeper levels, will become very productive to the west, and, as a proof of this, the 120 fathom level has been driven west from the engine ninety fathoms, and has a strong mineral vein in its forebreast, which is a good way further west than was expected, from the shale coming down on the levels above. The 140 fathom level has been driven west from engine-shaft 115 fathoms, where the lode is very strong, and has every appearance of having passed under the shale at a short distance before the 140 fathom level to the west. Some of the Pennerly veins will form a junction with this, the Bog vein, and the greatest hopes may be entertained of the veins altogether being rich at such junction.

From fifteen to twenty fathoms of ground have been sunk in this mine, and nearly 100 fathoms long, in grey ground on both lodes which are laid open, and may be taken away, leaving a good profit on its working. The mine is in excellent course of working, and the machinery, pitwork, &c., are of the very best construction, and it may be confidently expected, that it will turn out a profitable and lasting one—indeed, I have seldom or ever seen a mine with such prospects change hands, and if it were possible to prosecute it effectually a few months longer, I have no doubt the appearance would be much to its favour, as both the east and west and oblique veins appear to be much improving in depth, by the extension of the present bottom levels. The Pennerly Mine has been worked to the depth of eighty fathoms below the great level, and has yielded a large quantity of ore to that depth on the parallel and oblique veins crossing them. The whole looks as well or better in the bottom than at any past period of upper levels. The engine shaft has been sunk to the 120 fathom level, and the south vein cut, and is very productive, the driving on which will lay open all the other veins, and good profits may to expected from working away the forty fathoms of high ground now partially laid open. In addition to the forty fathoms of ground now dry and opening, the engine shaft is sunk ten fathoms for extending the workings at a lower level; it has required many years and a heavy expenditure to bring down this shaft, and to lay open the veins as they now are, and which expense may have been greater from a want of knowledge as to the relative position and intersection of each of those veins; this has now been fully ascertained, and the shaft referred to puts this part of the mine in the most and most profitable state of working, and it may be fairly assumed that from £15,000 to £20,000 worth of ore is now laid partially open and effectually dry, and it may further be reasonable to calculate on the south-west veins of this mine becoming dry for a great length, if not all the way to the Bog vein, when the engine-shaft is deep enough for the levels to pass under the shale. Cross's vein, a very rich one as far as it has been proved, has only been partially worked to about thirty or forty fathoms below the shadow level, and although appearances in the bottom or in the levels are not at present good, still, I believe that on further prosecuting this vein in depth, and to the west, that it will again become more productive than it has ever been, and that it is still worthy of trial. There does not exist a doubt on my mind but that there are several such veins as those in the Bog, Pennerly, and Cross's mines, yet to be discovered in this district, or the certainty of their being rich—the whole of the district being denoted to a great depth by the present engines, whereby cheap and effectual trials may be quickly made. The difficulties which formerly presented themselves, owing to the roughness of the country, want of roads, cottages, &c., in opening ground at the Bog and Pennerly Mines, together with the heavy expenditure on the old colliery, and the cost attendant on the improvements in the smelting works, will account, in a great measure, for the present state of accounts—while it may be fairly presumed that the mines, considering their present state, and the quantity of work done, will henceforth become lasting and profitable. The present returns are about 150 tons of lead ore of the first quality per month, and capable, from present appearances, of being increased.

Hoping this short description of the mines, and my view of the prospects which the district presents, may afford you the desired information—and, at the same time, convey some explanation of the present state of affairs connected therewith.

I remain, Sir, your most obedient servant, ABRAHAM FRANCIS.

KENTISH RAILWAY.—A line of railway has been projected from London to the Downs, passing through Woolwich, Gravesend, Rochester, Chatham, and Canterbury, taking the northern side of the county, and thus connecting the metropolis with the most populous towns in this district, the population of which may be estimated at 200,000, while that resident within ten miles of the line forms more than two thirds of the entire population of the county. Fruit, vegetables, hops, wool, fish, &c., will afford a considerable traffic—the main anticipations of revenue being based on a large local traffic, without competing with any other line. The prospectus before us enters at considerable length on the advantages which the line presents, with a statistical detail, but for which we cannot afford space in our columns. From the connection of this railway with the Government depôts and the naval station in the Downs, and, moreover, the prospect of its becoming a means of communication with the continent, it has been considered desirable to effect a communication with Waterloo-bridge or that of Hungerford, and thus join the proposed extension of the South Western Railway. The estimated traffic is assumed at 200,000l., and the expenses of working the line 110,000l.—thus leaving a surplus of 170,000l., or 8½ per cent. on the capital of 2,000,000l.—We may in an early Number refer more particularly to the prospectus.

STEAM-ENGINES OF IRISH MANUFACTURE.—The first trial of the new engines of the Shannon has proved most satisfactory. These engines are upwards of 300-horse power, and are the largest ever made in Ireland, having been just completed at the iron-works of Messrs. Perry and Co., Ringsend. On the experimental trip they went off in admirable style, when the distance from Kingstown Harbour to the Kish Light was accomplished in forty-five minutes, and back in the same time; there is no question but that when everything is finally adjusted in working, their performance will be equal to engines built in England or Scotland.

STEAM-BOAT PROPULSION.—Mr. Fairbairn has recently patented some improvements in machinery used for propelling vessels by steam. This invention consists in the application of an internal toothed wheel fixed on the main or crank shaft of the engine of a vessel, when such vessel is to be driven by screw propellers, in which case it is necessary that the number of revolutions of the propeller shaft should be extraordinarily increased beyond the number of revolutions of the main or driving shaft. The drawing shows the elevation of an engine of the same construction to the land engine, to which the lever is above the cylinder, and is provided with a connecting rod, crank shaft, and fly wheel, which latter forms an internal wheel, in the teeth of which work the teeth of an external wheel or pinion keyed on the end of the screw propeller shaft. The object of using an internal wheel is said to be twofold, that such arrangement admits of a much larger driving wheel being employed, and also that the propeller shaft can be put much nearer the bottom of the vessel; and, secondly, that the power transmitted from the driving wheel to the driven is exerted in a greater number of points, that is to say there is a greater number of teeth of the driven wheel in contact with the driver than would be the case if the wheel of the propeller shaft was driven by an external instead of internal wheel.

THE HUDDERSFIELD RAILWAY.—The *Journal des Chemins de Fer*, of last week, announces the intended introduction on the continent (not of railway from Windermere to Kendal, of Mr. Hartmann's system of propulsion by hydraulic pressure. This statement of our contemporary calls up visions of "news" on the invention, which, we are aware, has been actively engaged in negotiating the subject with some influential parties, but has certainly not agitated for the introduction on any line at present. The statement of our contemporary must, therefore, be premature.

A NEW DISCOVERY IN THE KENTUCKY MAMMOTH CAVE.—Twenty-six large saltpetre, and a third clear, larger than those previously known, it is now stated, have recently been discovered in this celebrated subterranean cave. A sulphur spring, of an excellent quality of water, has also been found among other attractive and costly works of extreme construction have been built expressly for the cave, in that a water quicksilver, a theatre, to be called Shakspeare's grotto, can be accommodated.

ORIGINAL CORRESPONDENCE.

THE EXPLOSION AT HASWELL COLLIERY.

SIR,—The recent terrible catastrophe at Haswell Colliery, wherein ninety-five human beings have been sacrificed, surely calls loudly on the Legislature of the country for some stringent measures. Are these things never to have an end?—are the colliery districts to be peopled with widows and with orphans, and no stern scrutiny to be made into the cause of these constantly occurring calamities? If any proof were wanting as to the allegations set forth in my "Communications on Coal Mines," it is too amply supplied by the evidence on the inquest. The working collier knows about as much of the circumstances under which the Davy lamp will explode as the Mandan or Ricaree of the prairie! In the case of the Haswell Colliery, Mr. Matthias Dunn is "excused" from personal dislike on the part of the proprietors! and Mr. Mather is objected to from not being "a practical man!"—and thus the subsequent examination of the pit is to be subjected to partiality and favouritism! Mr. Dunn is an eminent "practical man;" and to Mr. Mather's scientific and enlightened zeal we owe the able manifesto of the South Shields Committee. I have been twitted with the reproof, "He is not a practical man"—and so was that enlightened artist, John Martin, Esq.—and so is Mr. Mather now. Verily, I may comport myself meekly, for I suffer in noble company!

J. MURRAY.

October 3.

MINING IN THE EASTERN DISTRICT OF CORNWALL.

SIR,—It is strange that your correspondents will not perceive that a report of mines emanating from an individual ought, in justice to all parties, to be confined as much as possible to facts—otherwise, not only is injustice done (unless you could open your columns to a discussion on the merits of every particular mine), but little or no information is conveyed to distant speculators, which I suppose is the object of the report. "A Miner," for instance, or one who calls himself a miner, pronounces certain setts to be promising speculations, and others to be worth more for sale than for working, without even condescending to state his reasons, and on the evident assumption that his *ipse dixit* is all the information the world can require! All I will now say is, that if such reports be considered in the light of information, your readers are very easily satisfied. I wish to add a fact or two relative to Caradon Copper Mine, which he condemns as only fit for "sale." The name, I grant, is injudicious, and contrary to the understanding on which the sett was granted, but the lease was given in such a way as to avoid, as far as could be done, any jobbing in shares, and a company was formed at once. As to its prospects, it lies immediately contiguous to South Caradon on the south (part of the land even being [illegible] of their lodes), and was undertaken on the principle of travelling some of their lodes, "one against one," or, to express it in language I have somewhere seen in your *Journal*, "ore is more frequently found under the meridian of a good mine, than in distant parts of the same lode." After commencing, they met with remarkable success in costeaning, discovering seven or eight good lodes within working distance, on which they will sink with a water-wheel. I have to apologise for stating so much about a single, and (at present) unimportant mine, but trust the unfair observations of "A Miner" will be my excuse.—*Liskeard, Oct.* 1.

A SUBSCRIBER.

THE GEOLOGICAL DISCOVERY AT PONTYPOOL.

SIR,—I have seen the letter of my respected friend, Mr. Deakin, in your last week's *Journal*, in which he asked me the question—"Whether the roots of the fossil tree" found in our mine workings "were observable?" I shall always feel great pleasure in giving that gentleman any information or assistance I can on this or any other subject; I have known him many years, and have always admired the very straightforward manner of his proceedings, and can bear testimony to his talent and ability in conducting mineral operations. I have read a great deal of his correspondence from time to time in your paper, respecting the formation of the earth, &c., &c., and have witnessed the withdrawal of first one and then the other of his opponents from the field, until he has at last been left "all alone in his glory." And I assure you I have no desire, if I had ability, to enter into a discussion with him in a public paper on this subject, and I am now sorry I did not send for him to see this specimen, as I did "W. L." If Mr. Deakin never saw roots to his trees in Blaenavon Mines, he would have seen them in this instance. I confess this is the first I ever met with—but in this they were as plain and as perfect as any I ever saw attached to a living tree upon the surface of the earth. I do not pretend to say to what species it originally belonged, or whether it grew in the exact spot where I found it; this part of the subject I will leave for Mr. Deakin and "W. L." to settle, the latter of whom, I am sorry to say, is at this time from home. No doubt, Mr. Deakin will hear from him when he returns.

JAMES CADMAN.

Pentwyn and Golynos Iron Works, Oct. 3.

NITRATE OF SILVER A POISON.

SIR,—In connection with nitrate of silver, it might have been stated that common salt, in solution, is a complete antidote for this virulent poison. I may now mention an interesting circumstance connected with this question. Some years ago, I had been pointing out to several medical gentlemen at Gloucester the tests for detection of, and antidotes for, poisons; among others, I observed that, having the fullest confidence in muriate of soda, as an antidote, to nitrate of silver, from its immediately forming an insoluble and inert chloride of silver, I should apply it with the utmost confidence. By a curious coincidence, one of these gentlemen had, on the afternoon of that day, occasion to apply a stick of lunar caustic, as a cautery, to the face of a child in the Infirmary. By a convulsive struggle, the child snatched with its mouth, and immediately swallowed the stick of lunar caustic, about two inches long, as described to me. Copious libations of salt, in tepid water, were promptly administered, and the whole was discharged, eventually, under the form of white curdy deposit; the child suffered no harm. I am glad to see that I have been the means of attracting attention to the deeply interesting subject of poisons and their antidotes.

J. MURRAY.

September 30.

KETTLE'S SMOKE PREVENTER.

SIR,—In reply to your correspondent from Great Yarmouth, respecting "my smoke preventer," it can be applied to almost any grate or fire-place, either modern or antique, and so simple, that upon giving the size of the fire grate as to depth, length, and breadth, it can be made either by a founder, or a manufacturer of bricks or fire tiles, as may be preferred; and, as you have stated in your notice of the same, that the cost is but a trifle, and, what is better, the principle upon which it acts is so self-evident, that a single glance explains the theory, which is simple, as all Nature's plans generally are, effecting at a moderate cost what many have paid pounds for, and, after all, have not succeeded. A drawing will be sent to any one upon giving the size of the grate, with the necessary instructions.

R. [illegible], C.E.

[illegible], *Sept.* 30.

THE SMOKY CHIMNEY, &c.

SIR,—The form or direction of the chimney will, of necessity, be influenced [illegible]

[illegible]

ascend, and instantly extinguish the ignition, and that too most effectually. The applied heat below will promote the ascent of the carbonic acid gas, and thus accelerate the current, while it will expand the gas, thereby causing it to fill the chimney.

J. MURRAY.

MISCELLANEA.

SIR,—I rejoice to see that the subject of the "life boat" is brought again before the British Association. I hope the ingenious author will receive more attention and courtesy than fell to my lot on a former occasion, when I introduced a model of mine. The varied applications of India rubber none may enumerate; this seems to me, however, among its happiest applications.

In reference to the gas apparatus, noticed in your last, as applicable to private use in domestic economy, I may venture to state, that the Marquis Ridolfi, a Florentine nobleman, had the goodness to show me, when at Florence, in 1818, a very neat apparatus of a similar character—wood being employed in the retort. When I last called on the Marquis Ridolfi, I found him in his bedroom, labouring under the effects of a chemical explosion, which had nearly proved destructive to vision.

I am glad to find that wood, saturated with sulphate of iron, is to form the material for the sleepers on some of the Belgian railways, as a preservative of the wood from decay, and the eventual ravages of "dry-rot"—the prophylactic agent which I had proposed and recommended, eighteen years ago, to the British Admiralty, Sir John Barrow being witness.

When I was in Devonshire, some years ago, a child was destroyed by the nurse—accidentally, I believe—giving it a bottle which contained a corrosive acid. Some drops had fallen on the child's pinafore, and the medical practitioner was sorely puzzled how to discover the kind of acid. I proposed the following simple, and I believe novel, method of discrimination:—The ball of a thermometer being in contact with one of the spots, a drop of water was added, when the thermometer immediately indicated a considerable rise of temperature, characteristic of sulphuric acid, which, when concentrated, and mixed with cold water, promptly attains the temperature of that of boiling water.—*Oct.* 1.

J. MURRAY.

ATMOSPHERIC SYSTEM—COMPRESSED AIR MACHINE.

Having given much information respecting the experiments of M. Andraud in former Numbers of the *Mining Journal*, we quote the following from the *Moniteur Industriel* of last week:—"M. Andraud has performed with his locomotive, charged with a vessel full of compressed air, 3400 metres going and returning. At starting, the pressure of compressed air was seven and a half atmospheres only—at his destination, the pressure was only three atmospheres; therefore, there had only been expended four and a half atmospheres. But M. Andraud proposes to employ more considerable vessels, of a much greater pressure—viz., vessels from eight to ten cubic metres, having a pressure of from twenty-five to thirty atmospheres, so as to be able to run over four leagues without having occasion to refill the vessel. We said in our article, that, by the system submitted to experiment on the railway on the left bank of the river, there was nothing of a novel character. This appears to be nearly the truth. But the system tried is not at all that which M. Andraud has proposed to employ. He has acknowledged that he could place to a great advantage, and he will henceforth place, above and below the cylinder of the locomotive, a block of metal indented conveniently, through which the air, passing by extremely narrow plates, will become heated by force, and will dilate itself in a considerable manner. This is not all, for M. Andraud has not yet applied any stops to his locomotive, and the stops of the steam-engine may be applied with all their advantages to the air machine, with the condition of heat—that is to say, the trial of last Saturday must not at all be considered as the finale of the system of M. Andraud, but only as a trial under the worst possible circumstances. His approaching trials will demonstrate the merit of this new system of locomotion."

IMPROVEMENTS IN THE PREPARATION OF ZINC.

Specification of patent granted to William Godfrey Kneller, Wimbledon, Surrey, chemist, for improvements in the preparation of zinc, and in combinations of zinc with other metallic bodies.—*Newton's London Journal.*

This invention consists in purifying zinc by the employment of melted lead, and, by the use of such purified zinc, forming combinations with copper and other metals of a more useful character than can be obtained with zinc in its ordinary state. The zinc and lead are melted together (by preference, in equal quantities), and, after being well stirred, the impurities that rise to the surface are skimmed off; powdered charcoal is then thrown on the surface, to prevent oxidation, and the metals remain in a melted state for about three hours, when the lead will have descended to the bottom of the vessel, leaving the purified zinc floating at the top; the charcoal and other impurities are then removed from the surface, by skimming, and the zinc is drawn off through a pipe in the side of the pot. The patentee generally uses a melting-pot similar to those used for melting [illegible], but rather deeper, and puts into it 7 cwt. of zinc and 7 cwt. of lead. When it is desired to combine a small portion of the zinc with the lead, so as to form an alloy, the metals are not allowed to stand for three hours, as above, but, after an hour has elapsed, the greater part of the zinc is drawn off, leaving a thickness of about an inch upon the lead, which, as it cakes in cooling, is skimmed off, and the lead remaining will be found to be combined with zinc. The zinc, that has been drawn off, contains a certain quantity of lead, which may be separated, by keeping it in a heated state. For making alloys with copper and other metals, zinc is used from which the lead has been completely separated. The patentee claims the mode, herein described, of preparing zinc, by retaining that metal melted with lead, and allowing the lead to separate, as herein described. And also, manufacturing alloys of such purified zinc with other metallic bodies.

STEAM COMMUNICATION WITH THE CONTINENT.—A prospectus has appeared within the past few days having for its object a steam communication with the continent, arising out of the extension of railways, the line from London to Harwich affording facilities for communicating with Hamburgh and Holland [illegible]

[illegible]

IRON CASTINGS.—Mr. Charles Hawkins, the manager of the [illegible] and Lowmoor Iron Works, [illegible], has recently patented certain improvements in the manufacture of hollow iron pipes and other iron castings [illegible]

[illegible]

ROYAL CORNWALL GEOLOGICAL SOCIETY.

The annual meeting of the members of this institution was held at the society's rooms, Penzance, on Friday, the 27th ult. The museum was crowded with contributions from the friends of the society—400 specimens being sent by Mr. R. Thomas alone, illustrative of the Tregonning hill and Land's End districts. A very well finished model of a portion of the Grassington Mines, Yorkshire, sent by Captain Eddy (formerly of Cornwall), excited much attention. Dr. Paris, the founder of the society, was present. At twelve o'clock the chair was taken by Sir CHARLES LEMON, who, during his address, observed that, in the course of the past year, they had lost three of their members by death, but who only supported the society by their subscriptions, and were not distinguished in any branch of science; he regretted that no applications had been made for the prizes offered by the society; he was satisfied, however, they were pursuing the right course, and sooner or later their liberality would obtain its reward. The library having been found to be in a very disordered state, and many volumes lost, the council had determined to have it completely inspected, with a view to its restoration, and Dr. Boase had kindly undertaken the task. In taking a retrospect of the proceedings during the past year, he remarked, that there was room to hope, that drawing attention to subjects of recent date, which might otherwise escape observation, was calculated to do good for the society; the duties of such an institution were twofold—first, to collect and dispense such scientific information as could be obtained from the county alone, and also to keep up a close correspondence with the Geological Society in London, which might be considered their parent. It is highly gratifying to observe, that the printed documents forwarded by them were not thrown by as waste paper, but had been, on several occasions, most favourably alluded to in the addresses of the president of that institution. In referring to several subjects which had been discussed by the society in London during the past year, he first noticed Mr. Henwood's elaborate work on the metalliferous deposits of Cornwall and Devon—(see *Mining Journal*, Sept. 14)—and observed, that it was a work which presented to view an accumulation of facts, digested with great skill and patience; the divesting his work of theoretical speculations was wise on the part of the author, as it might have concealed the genuine character of the work, while, in the hands of others, it must point out many valuable inductions. Mr. Whitley's work on *Agricultural Geology* had also issued from the press during the year, and contains much valuable matter for the especial objects of the agriculturist, and was equally interesting to the geologist tracing the effects on vegetation, by the decomposed rocks, of various kinds, which become mixed with the soil—his facts had been judiciously selected from the works of Liebig, Davy, Johnstone, Moreton, and others.—He then alluded to the formation of the Miners' Society, which he hoped would become an important auxiliary, for, although he understood it was not their intention to publish their transactions, still their investigations and discussions must bring to light many relations and facts in connection with geological theories.—In May last a paper was read by Mr. Lyell before the Geological Society in London, giving an account of a bed of plumbago, at Worcester, in Massachusetts, U.S., worked for many years both for coal and lead pencils. This deposit is separated by a district of gneiss, thirty-five miles wide, from the nearest coal measures, and Mr. Lyell considers it to have been originally a seam of coal, converted into plumbago.—The next subject noticed by the chairman was a paper by Sir H. de la Beche, on the laws which govern the action of waters in estuaries and tidal rivers, written at the request of the Commissioners for carrying out the Metropolitan Improvements and Embanking the Thames. These facts are clearly described, and explain many geological phenomena on the coasts of England.—Mr. Hopkins's work, *On the Connexion of Geology with Terrestrial Magnetism* (see *Mining Journal*, March and April), came next under notice; and though the work was replete with interesting facts, he (the chairman) could not bring himself to conform to the entire theories promulgated. Although the chairman stated himself quite unable to give an analysis of the book, still he recommended its careful perusal to all practically acquainted with the mineral condition of the county, particularly to that part which related to the filling of mineral veins. He then read a paper expressive of the views and opinions of Sir H. de la Beche on this important subject, in which he observed, "that in a district like Cornwall, where so many intelligent persons are constantly employed in mines, a geological society seems peculiarly fitted to constitute a centre, to which a knowledge of the phenomena attending its mineral veins should be gathered; the conditions for the development of its mineral deposits in one locality should be compared with those in others; groups of facts would be accumulated which could not fail to be of much service to geology, as well as to practical mining. A good hearty co-operation was alone required to obtain a mass of information of the most important order, creditable to the miners of Cornwall, and of great value to the progress of general knowledge."—The thirty-first annual report of the council was then read by Dr. WILLAN (one of the secretaries). It stated that they had received numerous testimonials in favour of the new method adopted for publishing the Society's *Transactions*; instead of reserving them as formerly, until they had enough to form a bound volume, they were now published annually, the pages carried on consecutively, and, when sufficient to form a respectable volume, an index and title-page would be published; by husbanding the resources of the society, the fifth volume of the *Transactions* had been published with little diminution of their funds. Mr. Henwood, the [illegible], was not likely soon to return from the Brazils, but had promised some communications on the geology of that part of South America. Nothing definite had been done towards building a new house for the society; but it was believed, that by joining some other institution, they were now nearer the erection of such a building than ever.—The treasurer's and librarian's reports were then read, after which the several scientific papers were read, particulars of which we shall take opportunities of giving in future Numbers.

IMPROVEMENTS IN STEAM-ENGINES.

Mr. J. Stevelly, of Belfast, has recently patented certain improvements in steam-engines, which are arranged under nine different heads, consists first in the peculiar arrangement of a complicated condenser, the object of which is intended more particularly as a medium, whereby a great amount of heat may be obtained or extracted from the steam to be applied to various useful purposes, such as heating the rooms of cotton and flax mills, and supplying hot water to the various branches of such manufacture, than any benefit to the actual working of the engine itself; on the upper part of the condenser, which consists of a vessel somewhat less in capacity than the cylinder, there is arranged two sliding valves for the induction and eduction of the steam at certain parts of the stroke of the piston—this vessel, which is termed the "hot condenser," and which is intended only to partly condense the steam, is provided with a force-pump at its lower part, which impels the hot water collected back again into the boiler, and to various parts of the manufactory as above stated, and returns again, at a greatly reduced temperature, to assist in the condensation of steam for the purpose of heating more water; the valves above referred to, it will perhaps be necessary to state, are intended to conduct the uncondensed steam to a perfect condenser, which we presume is intended to be of the ordinary construction, as no other is referred to. The second improvement consists in the application of a double cylinder, or two cylinders placed side by side, [illegible]

[illegible]

TREELEIGH CONSOLIDATED MINING COMPANY.

The annual meeting of this company took place on Wednesday, the 2d inst., at the office, in Threadneedle-street, and was numerously attended.

The chair having been taken by J. MURRAY, Esq.—the SECRETARY read the directors' report, that of the agents, also one from the inspecting agent, and the financial statement.—According to the accounts, the clear profit on the workings for the past year was [illegible], and there was 1000l. in hand over all liabilities.—In answer to Mr. D. Mocatta, and other proprietors, the CHAIRMAN said that Captain Richards had been written to, to be present at that meeting.—The SECRETARY said he had been written to on the 14th ult.

Mr. CHIPPENDALE thought there was some extraordinary reason for his absence, which he could explain when he came to London. It was a pity, as the directors wished information respecting new and second-hand engines, on which they could not come to any decision in the absence of Capt. Richards.

Mr. WELSCH thought they were not in a condition to do anything at this meeting.—Mr. CHIPPENDALE said, from the favourable report of Captain Lean, they must have a further outlay, as they could not go below where they were at present for want of the engine.—Mr. LINDO thought there should be an adjournment for a few days.—After some consultation, it was agreed to unanimously, on the motion of Mr. LEA, seconded by Mr. D. MOCATTA, that the meeting should be adjourned until that day week, to have the presence of Capt. Richards.

MINES REGISTRATION.—A bill introduced by Mr. Hodgson Hinde and Mr. Ord has recently been printed for consideration during the recess, entitled "A Bill for establishing District Registers of all Mines and Mining Operations in England and Wales." There are ninety-two sections in the measure, with a schedule of the places to which its operations are to be applied. It is not proposed that it should take effect until January next after the passing of the Act. By the preamble it is stated to be expedient to establish a systematic registration of all mining operations carried on throughout England and Wales, and in the Isle of Man, for better preventing the loss of life, the occurrence of many grievous and unexpected injuries to mining proprietors, and the large and fruitless expenditure of capital and labour. It is proposed to establish offices and appoint officers for the purpose of registration, and that the expenses of the Act should be paid out of the Consolidated Fund. The Board of Trade is to have the general management of the proposed measure.

GONAMENA MINE—*(From a Correspondent).*—A meeting of the shareholders in this mine was held on the 24th ult., at the Mechanics' Institute, Liskeard, for the purpose of determining on effective operations being adopted for working this promising mine, when it was resolved to erect a steam-engine of 45-inch cylinder, and the engineer was instructed to forward the specifications immediately to the founders, so as to enable them to furnish tenders for the same. The demand for shares in this mine still continues, and high prices are given, which may be accounted for by the discovery of five lodes in the set up to the present time, varying from two to seven feet big, within the short distance of forty fathoms, and presenting a most flattering and encouraging appearance; its proximity to West Caradon, and being in an acknowledged rich district, also tend to enhance the value of the set.

CARADON MINES—*(From a Correspondent).*—Preliminary workings have taken place by costeaning, preparatory to more effective measures being adopted in working on the lodes already known. This has resulted in the discovery of a lode of very promising character, producing excellent stones of copper ore, and on Monday last another lode was cut in a eastern pit, containing ore. These are supposed to be the Gonamena lodes, which run through the South Caradon set about 150 fathoms, and the Caradon Mines, adjoining South Caradon on the east, immediately take these lodes. These important discoveries, with the improvement in West Caradon, and a general demand for shares in the mines in this locality, have greatly enhanced their value.

IMPORTATION OF MINERALS FROM SYDNEY.—We learn, by the *Liverpool Standard*, that two parcels of lead ore and manganese ore have been received in Liverpool from Sydney—the former assayed well, and sold at 9l. per ton, while for the latter, which is of fair quality, 6l. per ton is demanded.

AWFUL COLLIERY EXPLOSION.

Another of those frightful calamities to which our collieries are subject in the prosecution of their labours, took place on Saturday last, at Haswell Colliery, situate in the very centre of the Great Durham coal-field, nine miles from Sunderland and seven from Durham; it is 150 fathoms (900 feet) deep; the workings are in the famous "Hutton" seam, and is the property of Messrs. Clark, Taylor, Plummer, and others. The ventilation in the mine had always been paid particular attention to, and, out of ninety-nine in the pit at the time of the explosion, four only, who were at the bottom of the shaft, escaped, and not one of the ninety-five who were in the workings has been left to throw any light on the cause of the accident—the whole being buried into eternity without a moment's warning. As near as can be judged, fifteen of the sufferers were killed by the explosion, and the remainder by the after damp. On Monday some thousands congregated to witness the funerals of the victims, and between fifty and sixty carts were employed to carry the bodies to their last resting places—fifty-four of whom were interred in South Hetton, and the remainder in Easington and Haligarth churchyards; it was truly a melancholy and singular spectacle—all the dead belonging to one family were placed in separate carts, and followed by their surviving friends and relatives—The inquest on the bodies was, as may be supposed, most numerously attended. Mr. Roberts (who attended to support the interest of the working colliers) urged on the coroner and jury the necessity of appointing some disinterested parties to examine the pit, and proposed Mr. M. Dunn, Mr. Jude, and Mr. Mather.—Mr. Marshall, on the part of the owners, said they could have no hesitation or objection in allowing some disinterested practical parties to examine the mine; they had a personal objection to Mr. Dunn, and Mr. Mather was not a practical man.—Mr. Roberts said there was no other viewer whom he knew the pitmen had confidence in but Mr. Dunn; and in case of a refusal for him to visit the mine, he called upon the coroner to adjourn the inquiry, to give time for an application to the Secretary of State on the subject, which he pledged himself to make.—On Tuesday morning the inquest was continued, when Mr. Marshall stated the owners were anxious for the fullest inquiry, and if the jury wished the pit to be examined, it should be left to them to select any practical parties they might choose, and every facility should be afforded.—The examination of a number of witnesses who worked in the colliery, some of whom had only left the pit just before the explosion, was continued, who all coincided in the opinion that the workings were, to all human appearances, safe, and attributed the calamity to unavoidable accident.—Mr. Roberts urged the examination of witnesses who were disinterested, as he had no doubt all the colliers who worked there would adhere to the same statement; but the coroner decided on examining every witness brought before him.—R. Thompson (the master workman), Mr. T. E. Forster (the viewer), and other witnesses, were, consequently, examined at considerable length, and cross-examined by Mr. Roberts, who throughout the investigation has adopted, to say the least of it, a most partial course, endeavouring to insinuate that the explosion originated for want of proper care and attention on the part of the owners, viewers, &c., without the slightest grounds for such suspicion; knowing, as we do, that many of these calamities are occasioned by the rapidity of owners and others interested, who, to avoid even trifling expenses, often leave the workings in a dangerous state, we should be the first to hold up to the detestation of the public any parties who might be proved to have so acted, and thus consigned so many of their fellow-creatures to a premature grave; but, in this instance, the evidence is decidedly of a contrary nature—showing that every care and attention had been paid to the ventilation, lamps, &c., and we do consider most of Mr. Roberts's remarks on this occasion totally ill-timed and uncalled-for—indeed, at one time, his conduct was deemed so objectionable, that he was ordered to leave the room for his improper observations.—After a very lengthened examination, the jury came to the resolution to adjourn to Wednesday, the 6th instant; in the mean time, the mine is to be inspected by Messrs. Nicholas Wood and George Hunter, who are to make a report to the jury on that day—Mr. Mather having permission, if he thought proper, to accompany these gentlemen on the part of the colliers.—Mr. Roberts made several applications for Mr. Dunn to be named, but which the coroner at length positively refused.—The pit is to be left exactly in the same state as after the explosion, and all work to be suspended, that the viewers may have every possible opportunity of forming a judgment on the matter.—We shall give the result in our next.

Thornley Colliery.—C. Leach (aged twelve years) was smothered between two loaded waggons in the A pit, of which he was suspected with the charge.

Hartlee Colliery.—T. Dawson has died from the effects of injuries received in this pit a fortnight since.

Martin Colliery.—M. Stevenson (aged nine years) was killed from being violently pushed upon some coal waggons underneath the conveyance-head on Monday evening last, and was pulled out with the railway cart over him.

TRIAL OF A NEW LOCOMOTIVE ENGINE.—On Monday last, the *Lion*, a new locomotive engine, built on an improved principle by Mr. Thos. Pearson, of the Lion Foundry, Parliament-street, Liverpool (and to be employed in the transit of coals from Wigan to Preston and Lancaster), was tried with thirty-one loaded waggons, amounting with tare each (including waggons), to the tonnage from Wigan to the River's Head, and with thirty-five waggons up Coppull incline, which she performed with the utmost apparent ease on the level, presenting a gradual increase of pressure of 70 lbs. to the inch—thus accomplishing a feat which has hitherto been found practicable by the most noted engines which have yet run on the North Union line. In the course of another fortnight, when all has worked smoothly, there is not the slightest doubt but the *Lion* will take forty waggons, or about 350 tons, up the incline, which is 1 in 108.—*Liverpool Mercury.*

MINING CORRESPONDENCE.

ENGLISH MINES.

SOUTH WHEAL RABBIT MINE.

Oct. 2.—An account held on the mine of profit and loss for July 5th August:—

Sales	£[illegible]	15	4				
Off 1-12th dues	[illegible]	291	3	6	[illegible]	10	4
Labour cost	£[illegible]	[illegible]	7	4			
Merchants' bills	[illegible]	[illegible]	1	2			

Showing a profit of 1332l. 1s. 10d.; to which add balance in hand last account, 1350l. 9s. 5d.—making a total of 2682l. 11s. 3d.; from which deduct 1250l. for a dividend of 10l. per 1-120th share, leaves a balance in the purser's hands of 1442l. 11s. 3d.

HOLMBUSH MINING COMPANY.

Sept. 30.—In the 100 fathom level, west of Hitchins's shaft, we have a slide, which has thrown the lode out of its regular course, but up to the point of cutting it it was equally good as last reported, worth 50l. per fathom; in the stopes in the back of this level, east of Michell's winze, the lode is one foot wide, and worth 9l. per fathom; in the eastern stopes in the back of this level the lode is one foot wide, worth 10l. per fathom; in the stopes east of Forest's winze the lode is ten inches wide, and worth 6l. per fathom; at this level, east of Wall's shaft, the lode is small and unproductive. In the ninety fathom level, west of Hitchins's shaft, the lode is about eighteen inches wide, and worth 92l. per fathom; in the stopes in the back of this level the lode is one foot wide, and worth 10l. per fathom. The lode in the winze sinking below the eighty fathom level, east of the south cross-cut, is eighteen inches wide, and worth 25l. per fathom. In the sixty-two fathom level, driving south-west of the great cross-course, the ground continues favourable. The pitches are improved, and on the whole are looking well. We weighed, at Calstock Quay, on Friday last, August ores, 194 tons 1 cwt. 2qrs., and sampled September ores, computed 174 tons.

T. RICHARDS.

BEDFORD UNITED MINING COMPANY.

Oct. 1.—At Wheal Marquis, the lode in the fifty-eight fathom level east is two feet wide, and worth 20l. per fathom; at this level west the lode is twenty inches wide, composed of gossan, spar, and ore, promising improvement. At the forty-seven fathom level east the lode is two and a half feet wide, composed chiefly of spar and mundic, containing at present but a small proportion of ore; in the winze sinking below this level the lode is two and a half feet wide, composed of very strong gossan, with spar and ore, altogether a very promising lode; at this level west the lode is also two and a half feet wide, and worth 25l. per fathom. At the thirty-five fathom level west the lode is two feet wide, and worth 30l. per fathom; in the winze sinking below this level the lode is worth 12l. per fathom. The pitches are turning out well. At the deep adit level the lode is two feet wide, worth 8l. per fathom.—At Ding Dong, the lode in the twelve fathom level east is two feet wide, and continues worth 10l. per fathom.—On Friday last we weighed a parcel of ore, 164 tons, and sampled another parcel, computed upwards of 100 tons, of very good quality.

J. PHILLIPS.

GREAT WHEAL MARTHA CONSOLIDATED MINES.

Sept. 28.—The men have been busily engaged this week cutting the plat at the seventy. The lode in the sixty stopes is four feet wide, two feet of which is saving work; in this level going west the lode is four feet wide, composed of mundic, copper, and capel, with good stones of ore. We have taken the men from the fifty, and put them to increase the hands at the sixty and seventy. The cross cut at the forty is driven 11 fms. 3 ft., and we expect to cut the lode in about two fathoms more.—At the new mine, Hyall's shaft is now holed to the ten fathom level, and we shall now resume driving this level east. The deep adit is now driven twenty-two fathoms, ground favourable. In consequence of the dry weather, we are prevented from dressing.

T. PENALUNA.

WEST WHEAL JEWEL MINING ASSOCIATION.

Sept. 30.—The 100 fathom level, on Wheal Jewel lode, is two feet wide—promising. In the eighty-five fathom level east the lode is still worth 18l. per fathom. In the seventy fathom level west the lode is worth 5l. per fathom. Moreom's lode, at the thirty fathom level, east of Hodge's, is improved in appearance—two and a half feet wide. There is no alteration whatever in any other part of the mine.

S. LEAN. R. JOHNS.

CONSOLIDATED TREVISIL MINING COMPANY.

Sept. 30.—The lode in Heawood's shaft, sinking under the sixty fathom level, is much as last reported, sixteen inches wide, and worth 15l. per fathom; price for sinking 10l. per fathom. The lode in the sixty fathom level, east of Heawood's shaft, is one foot wide, producing good stones of ore; price for driving 18l. per fathom; ditto, west of Heawood's shaft, is one foot wide, and worth 40s. per fathom; price for driving 25s. per fathom—tribute when set, 12s. in the 11. The lode in the fifty fathom level, west of Williams's shaft, is ten inches wide, producing some good stones of ore; price for driving 6l. per fathom. The lode in the forty fathom level, east of Heawood's shaft, is fifteen inches wide, and worth 6l. per fathom; price for driving 18s. per fathom—tribute when set, 6s. 6d. in the 11.

H. WILLIAMS. J. MORCOM.

TREALEIGH CONSOLS MINING COMPANY.

Sept. 30.—In the vamp winze, below the eighty fathom level, the lode is in two parts; the north part is fifteen inches wide, good ore; in the south part it is one foot wide, not so much ore as the north branch—together they are worth 30l. per fathom. At the sixty, west of Gordon's shaft, the lode is four feet wide, eighteen inches kindly, with stones of ore. In the seventy, east and west of Good Fortune, the lode west is three feet wide, cast two feet, not much mineral. In the sixty, west of ditto, the lode is three feet wide, kindly, with stones of ore; an improvement is daily expected; it is evident that the ore in the fifty has dipped west, even more than was expected; in the sixty, east of ditto, the lode is twenty inches wide, very much improved, worth 7l. per fathom. In the winze, below the fifty west, the lode is two feet wide, with a branch of ore six inches wide, worth 5l. per fathom; in the winze, east of ditto, the lode is twenty inches wide, coarse in quality, worth 6l. per fathom. In the fifty, west of Symons's, the lode is three feet wide, twenty inches ore, worth 12l. per fathom. In the forty-four, west of ditto, the lode is kindly, with stones of ore; the men have been rising in the yeed month; in the thirty-four, west of ditto, the men have been sinking to meet the above rise; the lode is one foot wide, not much mineral. In the twenty, west of ditto, the lode is four feet wide, worth 4l. per fathom, very promising, but not much mineral. In the adit, west of ditto, the lode is small and disordered, having fallen in with the north lode.

W. RICHARDS.

HANBOW MINING COMPANY.

Sept. 30.—Since my last report we have completed the engine-shaft to the forty-four fathom level, and are now driving south to cut the lode; we have driven two fathoms in very favourable ground, and we expect to cut the lode by driving about two fathoms more. The thirty-one fathom level, east and west, are as kindly as they can be, without much ore. The twenty-one west is for the present suspended, and the men put to stak a winze from the twenty-one to the thirty-one fathom level, in order to ventilate both the levels. Gordon's shaft is sunk under the twenty-one fathom level about three fathoms, in which there is a kindly lode, with stones of ore of a good quality.

R. WILLIAMS.

LEWIS MINING COMPANY.

Sept. 30.—Our engineers are now busily engaged fixing plunger-lift from adit to the twenty fathom level, and hope to complete it by Thursday next, after which we shall be able to sink very expeditiously, as the ground is very favourable. The lode in the twenty east is eighteen inches wide, composed of gossan, duckoo, spar, &c., a very promising lode; the lode in the twenty west is twenty inches wide, chiefly gossan, with particles of ore. The lode in the adit end west is fifteen inches wide, kindly. We continue to drive the cross-end south towards Wheal Providence lode, which must be thrown south by a broken cross-course, or we should have found it by this time. The lode in the eastern shaft is at present small, and then composed chiefly of gossan; we cannot hear of tribute, yet it is encouraging to see a good gossan continue on deep. At Wheal Nutt, the engine-house is nearly up to the bob-stand, and hope to complete it this week.

S. S. NOYE.

GALLENOTOR MINING COMPANY.

Sept. 30.—Having made preparations for, we have commenced sinking Johnson's engine-shaft below the ninety fathom level; in this level, both north and south, with the eighty and seventy fathom levels south, the lode is producing other lead ores, and leaving backs that will work at a moderate tribute. Johnson's lode in the fifty fathom level east continues much the same as last week, producing stones of ore.—At the north mine, the ground continues soft for driving, and quite unequal for the level to meet of the levels; at the eighty and seventy the backs will pay at about 6s. in the 11. on the value of the lead only; the backs of the other levels will pay at a somewhat higher tribute. Our tribute department continues to look well.

J. T. PHILLIPS.

CHEROPEAKE MINING COMPANY.

Sept. 30.—Murray's engine-shaft is sunk near two and a half fathoms below the seventy-eight fathom level on Clementina lode, which is a soft slide, and the ground is still a free hitter. The seventy-eight fathom level, driving west on Clementina lode, is producing some good work, the lode is about two and a half feet wide, chiefly lead, with spar, and ochr; the eastern end, also, at this level is yielding lead of a coarse quality, although the lode is at present disordered and moved by a cross-break, of rather a kindly appearance lately. The south lode is not yet cut in the cross-cut at the seventy fathom level, east of great engine-shaft. No alteration in the tribute department in the past week.—At Wavemingle, driving south to cut the lode at the eighteen fathom level, the cross-cut is driven nine feet, and the ground is exceedingly hitter. The lode in the ten fathom level west has produced some good stones of lead this week, but nothing regular. The adit is without any change.

J. WEBB.

COOK'S KITCHEN MINE.

Sept. 28.—The monthly setting having fallen on the day on which the usual weekly report is written, and there being no alteration in any part of the mine of any importance, the report this week has been postponed until next.

UNITED HILLS MINING COMPANY.

Oct. 1.—At the eighty fathom level we have cut into the lode about five feet; so far it is producing ore, but we are not through it yet—two feet on the north part ore of good quality. At the seventy fathom level, in the eastern end, the lode is four feet wide, two and a half feet ore of good quality; west the lode is five feet wide, two and a half feet ore of fair quality—improved since last reported; in the stopes the lode is three feet wide, eighteen inches good ore. At the sixty fathom level, in the eastern end, the lode is two and a half feet wide, one foot on the north part producing ore. West of James's shaft the lode is four feet wide, eighteen inches on the south part producing ore of fair quality. In James's shaft no alteration. At the fifty fathom level, in the winze, the lode is three feet wide, coarse in quality; ground rather more favourable in the cross-cut for driving. At the thirty fathom level the lode is fifteen inches wide, six inches on the north part producing ore of fair quality. At the ten fathom level the lode is eighteen inches wide, producing some good stones of ore, promising. At Wheal Sparrow, in the fifty fathom level, no alteration. At the forty fathom level cast the lode is eighteen inches wide, nine inches on the north part ore of good quality; west, no lode broken in the past week. At the twenty fathom level, Stacey's lode, at the east end middle cross-cut, is one foot wide, six inches ore of fair quality; west, no lode broken; east of Turner's shaft small and unproductive. At the ten fathom level, on ditto, west, the lode is fifteen inches wide, nine inches ore of good quality. The pitches in Wheal Sparrow are rather improved during the past week.

N. LANGDON. T. TREVEREN.

TAMAR SILVER-LEAD MINING COMPANY.

Sept. 30.—The 105 fathom level is suspended for the present, in consequence of not being able to draw the stuff. In the 110 fathom level the lode is two feet wide, chiefly composed of can and ore. In the 105 fathom level the lode is two and a half feet wide, composed of capel and ore, good saving work. In the ninety-five fathom level the lode is eighteen inches wide, one foot of which is rich work for silver-lead ore. In the eighty-five fathom level the lode is fifteen inches wide, composed of killas, mundic, and a small quantity of ore. The seventy-five end is in slitly ground, and unproductive. In the sixty-five fathom level the lode is one foot wide, composed of capel, with some ore, but not rich. In the fifty-five fathom level the lode is two and a half feet wide, composed of can, capel, and ore of a very promising appearance. In the forty-five fathom level the lode is three feet wide, of much the same appearance as the fifty-five fathom level. In the thirty-five fathom level the lode is two feet wide, saving work, of a fair quality. The pitches continue to look well. We have holed the incline plane shaft to the fifty-five fathom level, and commenced sinking to the sixty-five fathom level, and the ground still continues favourable for sinking. We hope to sample on the 28 October about 105 tons of rich silver-lead ore. North Tamar, the lode in the engine-shaft is fifteen inches wide, composed of capel, with small veins of ore. The shaft is 9 fms. 2 ft. 6 in. below the fifty fathom level. At this level, driving north, the lode is small and poor. In the forty fathom level north the lode is two feet wide, composed of capel, with spots of ore; the same level south is in slitly ground. In the thirty fathom level north the lode is six inches wide, producing a small quantity of ore. At Wheal Hanover the engine-shaft is sunk four feet below the twenty-seven fathom level, the ground is favourable for sinking; the cross-cut towards the lode is driven 2 fms. 2 ft. 3 in.

J. SPRAGUE.

TINCROFT MINING COMPANY.

Sept. 30.—The lode continues large in the eighty fathom level east, yielding coarse quality ore; the eighty west is at present unproductive. The lode in the seventy east is twenty inches wide, composed of mundic, spar, and ore, worth 6l. per fathom; the lode in the winze, sinking on this end from the sixty, is of the same size and quality. The seventy west is worth 8l. per fathom; the rise, in the back of this level, is worth 8l. per fathom. The lode in the sixty east is two feet wide, producing some tin and copper ore, and is very promising for the latter; the sixty west is improving, now worth 6l. per fathom. The fifty east is producing some tin and ore, and kindly; the fifty west is communicated to the North Tincroft shaft; the lode now at the shaft is small, yet not without ore. The forty east is suspended till we shall hole Willoughby's shaft. At Palmer's, no alteration at the seventy-five. The lode in the sixty-five west is two feet wide, worth 6l. per fathom, and very promising. At the south mine no alteration.

W. FAUL.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

Gongo Soco, July 5.—I beg to acknowledge receipt of your dispatch of the 6th May, which arrived on the 30th ult. It is with mingled feelings of surprise, pleasure, and thankfulness I accept the office of your chief commissioner; and, whilst I offer my most grateful thanks for the confidence with which you have so wholesalingly honoured me, I respectfully assure you that it shall not be misplaced; whatever my zeal and industry in your service can effect, I confidently promise, and I hope that whilst I continue to be a faithful servant of the association, I shall retain the place in your good opinion which it gratifies me so greatly to have already obtained. In entering on my duties after so long and useful a probation, it gives me the sincerest pleasure to advise you that the most perfect understanding and harmony prevailed between Mr. Allcock and myself, and I bear thankful testimony to the zeal and efficiency of his co-operation; I am equally thankful to Messrs. Fitzpatrick and Alston, and to the mining captains, and I shall rejoice to be able at the expiration of my servitude to bear such witness as I now do to the general good conduct of the establishment at Gongo. Messrs. Naylor Brothers and Co. advise us of the arrival of the miners and their wives, the smith, and youths, safely at Rio, and that they are preparing for their immediate departure for the mines; we expect their arrival in about a week, and are making arrangements for comfortably lodging them immediately on their appearance. Capt. Pengelly, now at Cata Preta, worked in Sherratt's shaft at the time of its destruction, I will inquire of him respecting the pumps; we are, however, likely to make some explorations there, which may, at the same time, aid in their recovery; we are in no present want of pumps, and for a long time to come shall need none at Cata Preta. Capt. Trevear has made some little alterations at Tabuleiro, but I fear it is impracticable to make anything of much importance, and that it must shortly be given up. I greatly regret the smallness of our ten days' gold returns, the scarcity of surface water so materially retard the stamps, so in some measure to account for it. The mine has presented nothing new during the ten days past, and although samples of gold have appeared in some of our western workings, they have been so small that it would require large veins of rock to pay the cost of removal; the lines are, however, only an inch or two in width, and as they cannot be taken with except by removing also a large quantity of rubbish, I fear that for the present, at least, they will do us no great good. We are preparing for a thorough repair of Walker's stamps, which will occupy us two or three weeks.

W. J. HEAWOOD.

Gold Report.

1844.	Stamps.					Total.
June 23 to 30	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" 30	5	4	4	4	[illegible]	0 11 4 0
" 30 to July 2 (two days)	5	4	4	0		0 11 4 0
Total from 1st January to 30th June						£[illegible] 19 14 0

* 7 oz. 15 dwt. of this from Tabuleiro.

[To lbs. 1 oz. 14 grs. of gold dust has arrived at Falmouth, per Packet, value about £[illegible].]

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, July 6.—Produce for June, 11,277½ oits. = [illegible] lbs. troy, from [illegible] tons of ore = [illegible] oits. per ton = [illegible] tons of refuse were stamped during the month, together with those which would have been rejected, had the supply enabled us to pick them, and with 169 tons of Western Cachoeira ores, worth [illegible] oits. per ton; each being the case, the produce may be considered in very good one. You must not expect, as I stated some twelve months back, that stamping the raw ores from the mine unpicked, the produce per ton will ever yield what it does when picked. There is no improvement as yet in the produce of the Western Cachoeira.

Mine Report.—Capt. Vivian makes no alteration in this report to a crushing breach of killas in the north side of the Rolo breach—this is an early danger, but appears to be nearing out again; I would rather see no changes in this lode, as they are seldom for the better. Capt. Vivian says the West Cachoeira has improved, but the produce does not confirm this. We are still engaged in clearing away the adits from the West Cachoeira, but it is a very tedious job. The new caps for the lime pipes is progressing, but features of platform and rust being made.

Machinist' Report.—The principal work on hand is the smiths' shop, and the lowermost part of this work is the tilt-hammer, which I trust will be ready shortly until, the rest proceed now, from the originality of the construction, has been constantly getting out of repair.—Cost for June, [illegible] oits. = £[illegible]. [Received per Packet last date, 3 oz. gold.]

NEW LEVELLING INSTRUMENT.—A highly ingenious and most scientific instrument for levelling has been invented recently by Mr. Smith, civil engineer; the objects of several scientific persons in geology is the thing the object to be gained by the use, we are informed, are increased accuracy with the capability of operating with it even in the dark, wet, or cold, or through thick cover, high walls, or buildings, &c.; these advantages will be considered by the profession indisputably of great value, and meet with universal supporting support. The price is about being registered, after which the performance will be laid before the public through our columns.

PUBLIC COMPANIES.

MEETINGS.

MONDAY.—Ashby-de-la-Zouch Canal and Railway, at One.

WEDNESDAY.—Bank of Manchester, at Eleven—[illegible] Consolidated Mining Company, at One—Paris and Rouen Railway Company, at One.

THURSDAY.—Royal Mail Steam Packet Company, at One—Hayle Railway, at Two.

CALLS.

Lancaster and Carlisle Railway, 10*l.*

Thames Haven Dock and Railway, [illegible]

DIVIDENDS.

Bank of Australasia, 4 per cent. for the half year.

Ionian Bank, 4 per cent.

CURRENT PRICES OF STOCKS AND SHARES.

STOCK EXCHANGE, Saturday morning, Twelve o'clock.

Consols for Money, 101[illegible]

Consols Account, 101[illegible]

Exchequer Bills, 74 76 pm.

Belgian Bonds, 5 per Ct., [illegible]

Danish, 3 per Cent., [illegible]

Dutch, 2½ per Cent., [illegible]

Ditto, 5 per Cent., [illegible]

Portuguese, Conv., 5 per Cent., [illegible]

Russian, 5 per Cent., [illegible]

Spanish, Active, 5 per Cent., [illegible]

Ditto, 3 per Cent., [illegible]

Chili, 6 per Cent., [illegible]

Colombian, 6 per Cent., [illegible]

Mexican, 5 per Cent., [illegible]

BANK OF ENGLAND.—An account, pursuant to the Act 7 and 8 Vic., cap. 32, for the week ending on Saturday, Sept. 28, 1844:—

ISSUE DEPARTMENT.

Notes issued		£28,[illegible]
Government debt	£11,015,100	
Other securities	2,984,900	
Gold coin and bullion	[illegible]	
Silver bullion	[illegible]	£28,[illegible]

BANKING DEPARTMENT.

Proprietors' capital	£14,553,000	
Rest	[illegible]	
Public deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts)	[illegible]	
Other deposits	[illegible]	
Seven days and other bills	[illegible]	
		£[illegible]
Government securities (including dead weight annuity)	£14,[illegible]	
Other securities	[illegible]	
Notes	[illegible]	
Gold and silver coin	[illegible]	£[illegible]

Dated Oct. 3. M. MARSHALL, Chief Cashier.

The premium on gold at Paris is [illegible] per mille, which, at the English Mint price of 3*l.* 17*s.* 10½*d.* per ounce for standard gold, gives an exchange of [illegible]; and the exchange at Paris on London at short being [illegible], it follows that gold is [illegible] per cent. dearer in London than in Paris.

By advices from Hamburgh the price of gold is [illegible] per mark, which, at the English Mint price of 3*l.* 17*s.* 10½*d.* per ounce for standard gold, gives an exchange of [illegible]; and the exchange at Hamburgh on London at short being [illegible], it follows that gold is [illegible] per cent. dearer in London than in Hamburgh.

The course of exchange at New York on London is [illegible] per cent., and the par of exchange between England and America being [illegible] per cent., it follows that the exchange is [illegible] per cent. in favour of England; but the quoted exchange at New York being for bills at sixty days' sight, the interest must be added to the above difference.

[From our own correspondents.]

LATEST PRICES OF IRISH STOCKS.—3 per Cent. Consols, [illegible]—Bank Stock, [illegible]—Kingstown Railway, [illegible]; Dublin and Drogheda, [illegible]—Hibernian Bank, [illegible]; Royal Bank, [illegible]; National Bank, [illegible]—City of Dublin Steam Co., [illegible]; ditto stock, [illegible]; British and Irish [illegible]—Steam Ship Building Company, [illegible]—National Insurance Company, [illegible]; Patriotic, [illegible]—Mining Company of Ireland, [illegible]; Wicklow Copper Mines, [illegible]

CURRENT PRICES AT LIVERPOOL.—THURSDAY EVENING.

Stock.	Closing pr.	Sales.	Stock.	Closing pr.	Sales.
Aberdeen	[illegible]	—	London and York	[illegible]	[illegible]
[illegible] Junction	[illegible]	[illegible]	Lynn and Ely	[illegible]	—
Birmingham & Gloucester	[illegible]	—	Manch. & Birmingham	[illegible]	—
Blackburn & Preston	[illegible]	—	Manch., Bolton, & Bury	[illegible]	—
[illegible]	[illegible]	—	[illegible]	[illegible]	—
Bristol and Exeter	[illegible]	—	Manchester & Sheffield	[illegible]	—
Bristol & Gloucester	[illegible]	—	Manchester & Leeds	[illegible]	—
Caledonian	[illegible]	—	Midland Stock	[illegible]	—
Chester & Birkenhead	[illegible]	—	Newcastle & Berwick	[illegible]	—
Chester & Holyhead	[illegible]	[illegible]	Newcastle & Carlisle	[illegible]	—
Chester & Wrexham	[illegible]	[illegible]	Newcastle & Darlington	[illegible]	—
[illegible] Valley	[illegible]	[illegible]	North British	[illegible]	—
Dublin and Belfast	[illegible]	[illegible]	North Union, Stock A.	[illegible]	—
Dublin and Cashel	[illegible]	[illegible]	B.	[illegible]	—
Dublin & Drogheda	[illegible]	—	Norwich & Brandon	[illegible]	—
Dundee and Perth	[illegible]	[illegible]	Preston and Wyre	[illegible]	—
Eastern Counties	[illegible]	[illegible]	Scottish Central	[illegible]	—
Edinburgh & Glasgow	[illegible]	[illegible]	St Helens & Runcorn G.	[illegible]	—
Edinburgh & [illegible]	[illegible]	—	Sheffield & Manchester	[illegible]	—
Edinburgh & Northern	[illegible]	—	Shrewsbury & Ch. Junc.	[illegible]	—
Glasgow, [illegible]	[illegible]	[illegible]	South Eastern	[illegible]	[illegible]
Glasgow & Greenock	[illegible]	[illegible]	Trent Valley	[illegible]	—
Glasgow, Paisley & Kil.	[illegible]	—	Ulster	[illegible]	—
Grand Junction	[illegible]	—	Yarmouth & Norwich	[illegible]	—
Gt. North of England	[illegible]	—	York & N. Midland	[illegible]	—
Great Western	[illegible]	—	York and Selby	[illegible]	—
[illegible]	[illegible]	—			
[illegible]	[illegible]	—	Boulogne and Amiens	[illegible]	[illegible]
Huddersfield & Manchester	[illegible]	—	Central of France	[illegible]	[illegible]
Hull and Selby	[illegible]	—	Lyons and Avignon	[illegible]	—
Lancaster and Carlisle	[illegible]	[illegible]	Orleans, T., & Bordeaux	[illegible]	—
Lancaster & Preston	[illegible]	—	Paris and Lyons	[illegible]	—
Leeds and Bradford	[illegible]	—	Paris & Orleans	[illegible]	—
Liverpl. & Manchester	[illegible]	—	Paris & Rouen	[illegible]	—
London & Birmingham	[illegible]	—	Paris and Strasburg	[illegible]	—
London & Blackwall	[illegible]	—	Rouen & Havre	[illegible]	—
London and Brighton	[illegible]	[illegible]	[illegible]	[illegible]	—
London and Croydon	[illegible]	—	Strasburg and Basle	[illegible]	—
Lond. & South Western	[illegible]	[illegible]	Tours and Nantes	[illegible]	—

12, Castle-street and Stock Exchange, Liverpool. JOHN GREAVES.

LEEDS, THURSDAY.—It was a favourite dogma with many in the railway world, about eighteen months ago, when trade was beginning to show symptoms of improvement, that as soon as those symptoms became realities money would be called out of the share market, and put into the channels of trade, so as to reduce the demand for shares, and thus lower prices; but what said we, in a circular published last September?—"Would the prices of railway stock fall in consequence?—by no means; at all events, not permanently, because an increased trade would augment the revenues of railways, and thus would [illegible] dividends, and then, of course, would tend to raise prices higher than they had previously been at any time." How completely this notion has been verified, the present state of the share market, generally speaking, will be the best of all answers, [illegible] [illegible] London and Birmingham, Liverpool and Manchester, and Birmingham and Gloucester, for example [illegible] [illegible] During the last few days, prices have remained [illegible] [illegible] [illegible] The following are our quotations:—

Birmingham and Derby	[illegible]	London and Greenwich	[illegible]
Birmingham and Gloucester	[illegible]	London and South Western	[illegible]
Bristol and Exeter	[illegible]	London and Croydon	[illegible]
Eastern Counties	[illegible]	Manchester and Leeds	[illegible]
Edinburgh and Glasgow	[illegible]	Manchester and Birmingham	[illegible]
Grand Junction	[illegible]	Midland Counties	[illegible]
Great North of England	[illegible]	Norwich and Brandon	[illegible]
Great Western	[illegible]	Newcastle and Darlington	[illegible]
Hull and Selby	[illegible]	Northern and Eastern	[illegible]
Liverpool and Manchester	[illegible]	South Eastern and Dover	[illegible]
London and Brighton	[illegible]	Yarmouth and Norwich	[illegible]
London and Blackwall	[illegible]	York and North Midland	[illegible]
London and Birmingham	[illegible]		

[illegible] WATSON and CO.

HULL, THURSDAY.—Prices for all the better descriptions of shares are well supported, but [illegible]

[illegible], THURSDAY.—[illegible]

LONDON GAZETTE—BANKRUPTS.

[illegible]

SALE OF COPPER ORES IN CORNWALL.

Sampled Sept. 19, and sold at Boyell's Hotel, Pool, Oct. 3.

Mines.	Tons.	Price.	Purchasers.	Mines.	Tons.	Price.	Purchasers.
E. Crofty	121	£5 16 0	English Co.	Dolcoath	25½	£5 5 6	Mines Royal
ditto	107	7 4 6	Freeman.	ditto	56	7 9 6	Williams.
ditto	105½	4 9 6	Mines Royal	ditto	39	4 1 6	Nevill & Co.
ditto	33½	6 6 6	Williams.	ditto	27	1 7 6	English Co.
ditto	97	6 0 6	—	Fowey C.	79	5 5 6	Williams.
ditto	74	3 5 6	English Co.	ditto	73	3 9 6	Nevill & Co.
ditto	54	9 4 6	Freeman.	ditto	50	5 6 0	Freeman.
ditto	46	1 3 0	Williams.	Tresavn. Bartles	103	6 5 6	P. Grenfells.
ditto	40	6 7 6	—	ditto	76	4 13 6	—
Longclose	67	4 16 6	—	Trewavas	34	5 15 6	Freeman.
ditto	30	7 4 0	Freeman.	ditto	34	5 15 0	P. Grenfells.
Camborne	77	4 11 0	Vivians.	ditto	45	6 9 6	—
ditto	60	4 1 0	Mines Royal	East Pool	60	6 11 6	Mines Royal
ditto	40	4 1 0	Nevill & Co.	ditto	31	6 11 6	Nevill & Co.
ditto	31½	3 16 0	English Co.	ditto	13	10 2 6	—
ditto	31½	3 16 0	P. Grenfells.	Treloil	60	4 19 6	—
ditto	31½	3 16 0	Nevill & Co.	ditto	44	2 9 6	—
ditto	29	1 10 6	Freeman.	Trevisker	91	8 3 6	English Co.
Stray Park	57½	3 3 0	English Co.	Godolphin	21	5 6 6	—
ditto	57½	3 3 0	Freeman.	ditto	33	16 4 6	Vivians.
ditto	40	5 4 6	P. Grenfells.	ditto	20	1 14 6	—
S. Basset	75	5 10 0	Williams.	Wh. Harriet	20	5 11 0	Freeman.
ditto	61	6 0 6	English Co.	ditto	20	5 11 0	Williams.
ditto	51	13 17 0	Freeman.	Condurrow	10	5 3 6	—
ditto	40	5 11 6	Williams.	ditto	7	9 11 0	Freeman.
ditto	40	4 10 6	—	Pembroke	4	2 3 6	—
ditto	1	33 6 6	—	Wh. Gilson	3	1 0 0	Vivians.
Dolcoath	60	6 16 6	Nevill & Co.	W. Brooks	2	3 15 0	Williams.
ditto	46½	3 5 0	—				

TOTAL PRODUCE.

East Wh. Crofty Longclose	754	£4131 16 6	East Pool	104	£812 14 6
Camborne Vean Stray Park	353	1479 6 6	Treloil	104	436 8 6
South Wh. Basset	284	2025 1 6	Trevisker	91	739 7 6
Dolcoath	[illegible]	1540 15 6	Godolphin	80	473 4 0
Fowey Consols	201	948 16 6	Wh. Harriet	40	182 0 0
Tresavean Bartles	179	1105 6 6	Condurrow	20	103 17 6
Wh. Trewavas	135	819 3 0	Pembroke	4	8 10 0
			Wh. Gilson	3	3 0 0
			Wh. Brooks	2	7 10 0

Average standard, 103*l.* 18*s.*—Average produce, 6⅞.—Average price, 5*l.* 14*s.* 6*d.*—Quantity of ore, 2631 tons.—Quantity of fine copper, 216 tons 4 cwt.—Amount of money, 15,[illegible] 3*s.* 6*d.*—Average standard of last sale, 105*l.* 0*s.*—Average produce, 7⅛.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	157	£958 1 3
English Copper Company	409½	2242 4 1
Vivian and Sons	139	858 7 6
Freeman and Co.	442½	2691 10 6
Grenfell and Sons	289½	2010 5 10
Sims, Williams, Nevill, Druce, and Co.	414	2289 6 4
Williams, Foster, and Co.	347½	2471 7 9
Total tons	2631	£15,[illegible] 3 6

Copper ores for sale on Thursday next, at Andrew's Hotel, Redruth.—Mines and Parcels.—Carn Brea Mines 440—Wheal Prosper 45—Tincroft 200—Wheal Virgin 300—Par Consols 180—United Hills 246—Wheal Brewer 320—Wheal Seton 213—Fowey Consols 200—West Wheal Jewel 174—Tresow Consols 172—Botallack 120—Wheal [illegible] 103—Treleigh Consols 61—Carn Perran 40—Wheal Comfort 40—West Trethellan 44—Wheal Alice 30—Wheal Treasury 22—Wellington Mines 4—Wheal Agar 4.—Total, [illegible] tons.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth.—Mines and Parcels.—West Caradon 300—Trenance 167—Fowey Consols 201—Holmbush 174—Gedford United Mines 100—Penstruthal 9—Wheal Gorland 60—Total, [illegible] tons.

QUARTERLY SALE OF COPPER ORES IN CORNWALL.—Copper ores, 39,073 [illegible] cwts.—Fine Copper, [illegible] tons [illegible] cwts.—Amount of money, [illegible] 17*s.* 6*d.*—Average standard, [illegible]—Average produce, 7 9-16.—Average price per 21 cwts. [illegible]—September 26.

SALE OF COPPER ORES AT SWANSEA.

Copper ores on sale, October 3.—Cobre 102—101—100—94—79—41—34—100—64—74—61—60—40—40—41. Chili 100—94—7—80—75—56—75—56. Bearhaven 120—100—80—60—76. Santiago 115—108—86—65—65. Knockmahon 102—101—61—61. Conberow? 61—60—1. Ballymurtagh 75—16—26. Connorree 76—13—6. Bollrwyong? 61. Lackamore 27.—Total, [illegible] tons.

LATEST CURRENT PRICES OF METALS.

LONDON, OCTOBER 4, 1844.

	£ s. d.		£ s. d.
SPELTER—On spot ... ton	[illegible]	COPPER—Old ... per lb.	0 0 8½
— For arrival	[illegible]	— Cake p. ton	[illegible]
ZINC—English sheet	[illegible]	— Tile	[illegible]
QUICKSILVER per lb.	[illegible]	— Chili	[illegible]
IRON—English bar, &c. p. ton	[illegible]	TIN—English, blocks, &c. cwt.	[illegible]
— Nail rods	[illegible]	— — bars	[illegible]
— Hoops	[illegible]	— Foreign, Banca	[illegible]
— Sheets	[illegible]	— — Straits	[illegible]
— Cargo in Wales	[illegible]	— — Peruvian	[illegible]
— Pig, No. 1, Wales	[illegible]	Tin plates, No. IC. p. box	[illegible]
— No. 1, Clyde	[illegible]	— — No. IX.	[illegible]
— Pot., Swedish	[illegible]	— wasters 2s. p. box less	
— Russian, CCND	[illegible]	LEAD—Sheet milled ... p. ton	[illegible]
— — PSI	—	— Shot, patent	[illegible]
— — Gourieff	—	— Red	[illegible]
— — Archangel	—	— White	[illegible]
STEEL—Swedish keg ... p. ton	[illegible]	PIG LEAD—English	[illegible]
— — Faggot	[illegible]	— Spanish	[illegible]
COPPER—English sheathing lb.	[illegible]	— American	—

REMARKS.—Since last month spelter has rallied from 21*l.* to 22*l.* [illegible] per ton, and several hundred tons have changed hands. The principal demand is supposed to be for France. The total shipments to India for September are [illegible] tons.—British iron has undergone no alteration since last month. Swedish iron and steel flat at quotations.—In copper, sheet and sheathing continue firm at [illegible] per lb., at which several parcels have been sold; tile is firm at [illegible] per ton; Peruvian has been in request at [illegible], but holders refuse to sell under [illegible]. The total shipments to India for the last month have been [illegible] tons. English and foreign remain unaltered.—Tin plates have declined [illegible] per box since last month.—English and foreign pig lead flat at quotations.

The market for tin [illegible] does not present the appearance of much animation, and British iron with difficulty supports prevailing rates for cargoes in Wales. Other articles are in small supply, and the transactions on a limited scale.—*Midland* [illegible]

The market is firm, at last week's prices, for all descriptions of iron, and some business has been done during the last two days at quotations.—Pigs [illegible] bars [illegible]—*Glasgow Citizen.*

THE INDIAN METAL MARKETS.

(By the last overland mail.)

BOMBAY, Aug. 17.—There have been but very few transactions in metals during the month. Copper of all descriptions has fallen, but holders have, as yet, declined assenting to the reduced prices offered. There has been but little demand for spelter; an advance has been given on the plates. In iron we have no sales to quote, but British bar has advanced, and is steady at the increased price; and a corresponding advance has been submitted to on other sorts. An advance has been given on pig and sheet lead, and the price is firm.

EXPORTATION OF THE PRECIOUS METALS.—The following are the official returns of the exports of gold and silver from the port of London for the week ending Thursday last:—

Silver coin to Rotterdam ... 20,[illegible] ounces.

Silver bars to Hamburgh ... 1,[illegible] "

COAL MARKET, LONDON.

MONDAY.—Prices of coals per ton at the close of the market:—[illegible]

WEDNESDAY.—[illegible]

FRIDAY.—[illegible]

THAMES TUNNEL.

The number of passengers who passed through the Tunnel in the week ending Sept. [illegible], was [illegible], yielding a revenue of [illegible]—Sept. [illegible], was [illegible], yielding [illegible]

Corresponding week of Sept. [illegible], 1843, £[illegible]—ditto Sept. [illegible], £[illegible]

MONTHLY IMPORTATION OF COAL, CULM, AND CINDERS.

SEPTEMBER, 1844.

Quality.	Ships.	Tons.	Quality.	Ships.	Tons.
Newcastle	395	133,891	Welsh	39	7,891
Sunderland	203	62,891	Yorkshire	118	11,485
Stockton	205	79,344	Small coals	3	309
Blyth	43	16,150	Cinders	1	679
Scotch	28	4,591			
Totals				1099	319,795

Imported in Sept., 1843:—Coal, culm, and cinders ... 256,248 tons.

COMPARATIVE STATEMENT OF 1843 AND 1844.

Imported from 1st January to 30th Sept., 1843 ... Ships 8[illegible] ... 1,[illegible] tons.

Imported from 1st January to 30th Sept., 1844 ... " 8[illegible] ... 1,7[illegible] "

Increase in the present year ... 1[illegible] ... [illegible] tons.

PRICES OF MINING SHARES.

BRITISH MINES.

Shares.	Company.	Paid.	Price
256	Andrew and Boscawen	25	23
96	Bell	—	12
4,000	Bedford	7½	14
150	Botallack	170	400
20,000	British Iron	70	—
8,000	[illegible]	50	10½
120	Brewer	—	70
5,000	Con. Treloil Mining Ass.	2½	1
120	[illegible]	20	200
114	Charlestown	—	200
3,100	Cornubian Lead Co.	3	6½
128	Comfort	—	20
2,560	Cook's Kitchen	—	16½
1,000	Carn Brea	15	21½
1,000	Callington	14	16½
128	Caradon Consols	—	300
256	Caradon Copper Mine	—	9
128	Caradon Mines	1	60
128	Cragg Brown	26	60
1,500	Combmartin	1½	14
1,000	Carn Perran	—	10
240	Craddock Moor	1	60
128	Dolcoath	—	160
10,000	Durham County Coal Co.	40	[illegible]
128	East Pool	—	90
94	East Wh. Crofty	—	430
128	East Wh. Rose	—	1500
512	Fowey Consols	—	100
244½	[illegible] & St. Aubyn	—	25
100	Great Consols	1000	300
1,000	Godolphin	—	20
256	Gonamena	1	110
10,000	Hibernian	12½	1
1,000	Holmbush	14	40
128	Hallenbeagle	—	60
1,000	[illegible]	5	6
200	Levant	—	180
128	Lanarth & Penstruthal	—	100
1,000	Lewis	8	6
128	Ludcott	1	11
10,000	Mining Co. of Ireland	7	13½
128	Mostyn Mines	100	—
2400	Marke Valley	10	4
70	North Roskear	—	500
200	North Holmbush	—	10
100	North United	20	20
256	North Wheal Rose	15	60
	Northern Coal Co.	15	[illegible]
128	Newquay	12	15
512	West Fowey Consols	40	30
128	Par Consols	—	1200
128	[illegible] Moor	20	40
10,000	Rhymney Iron	50	8
256	Rose Consols	10	5
400	South Towan	10	1½
57	Spears Moor	70	—
1,000	Stray Park Camborne Vean	40	15
128	South Wheal Basset	—	340
128	South Caradon	—	750
200	St. Austell Consols	7	17
[illegible]	South Wheal Rose	[illegible]	[illegible]
128	South [illegible]	[illegible]	[illegible]
120	Trethellan	—	100
128	Trewavas	—	10
96	Tresavean	—	400

BRITISH MINES—*continued.*

Shares.	Company.	Paid.	Price
128	Tokenbury	60	110
256	Tresow Consols	—	125
120	Trevisker and Barrier	41	375
4,000	Treleigh Consols	4½	3½
3,600	Tamar Consols	3	4
4,000	Tincroft	7	12
128	Trewollard	12	25
4,000	United Hills	5	3½
100	United Mines	—	1000
4,000	Wicklow Copper	5	25
256	Wheal [illegible]	20	30
124	Wh. St. Andrew	62½	130
127	Wheal Virgin	—	80
128	West Caradon	40	400
60	Wheal Vor	340	—
3,848	West Wheal Jewel	10½	10
120	West Trethellan	5	30
128	Wheal Rose	15	30
256	West Wheal Tolgus	—	4
1000	Wheal Harriet	4	2½
128	Wheal Penrose	—	40
128	Wheal Providence	16	170
96	Wheal Clifford	—	600
128	Wheal Albert	10	12
128	West Basset	10	30
120	Wheal [illegible]	—	20
128	Wheal Sisters	22½	15
96	Wheal Seaton	—	600
128	Wheal Henry	31½	30
4,000	Wheal Martha Consols	2	3
128	Wheal Treasury	4	100
200	Wheal Prudence	5	15
256	Wheal [illegible]	—	11
256	Wheal Towan	4	5
107	Wheal [illegible]	—	12
128	Wheal Catherine	8	20
128	West Providence	—	10½
128	Wheal Robins	17½	27
256	West Wheal Treasury	3	8

FOREIGN MINES.

Shares.	Company.	Paid.	Price
5,000	Alten Mining Company	14½	8
15,000	Asturian Mining Co.	5	4½
10,000	Anglo Mexican Co.	100	[illegible]
5,274	Do. Subscription	25	[illegible]
5,000	Bolanos	150	[illegible]
12,000	Ditto Scrip	15	6
10,000	Brazilian Imperial	31	9½
10,000	Ditto Scrip	10	2
10,000	Catabranca—Brazilian Company	6½	4
12,000	Cobre Copper Company	40	36
6,000	Colombian Co., regis.	[illegible]	[illegible]
6,000	Scrip	—	[illegible]
10,000	[illegible] Mining Co.	14	6
10,000	General Mining Assn.	20	6
5,031	Mexican Company	30	2
12,000	[illegible]	[illegible]	[illegible]
20,320	Rl. del Monte, regis. Do. unregistered	262	4 5
	Ditto Red Debentures	—	[illegible]
	Ditto Black ditto	—	[illegible]
	Ditto Loan Notes	100	117½
7,000	Royal Santiago	16	[illegible]
11,000	St. John d'el Rey	15	[illegible]
48,174	United Mexican	29½	4

RAILWAY SHARE LIST AND TRAFFIC RETURNS.

Line.	Lgth Rway.	Present actual cost.	Pd. on Share.	Val. of share.	Last week's returns.	Last year.
Arbroath and Forfar Railway	15	£133,109	25	27	£179 14 6	£[illegible]
Birmingham and Gloucester	53	1,487,[illegible]	100	[illegible]	2000 0 0	[illegible]
Brandling Junction	25	441,716	50	54	—	709
Bristol and Gloucester	37½	420,[illegible]	30	[illegible]	1089 2 4	—
Chester and Birkenhead	14½	512,573	50	79½	[illegible]	448
Dublin and Drogheda	[illegible]	377,163	[illegible]	[illegible]	[illegible]	[illegible]
Dublin and Kingstown	6	340,[illegible]	100	[illegible]	[illegible]	[illegible]
Dundee and Arbroath	16½	[illegible]	25	25	[illegible]	[illegible]
Durham and Sunderland	16½	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Eastern Counties Northern and Eastern	94	*3,700,614	[illegible]	[illegible]	4410 17 6	[illegible]
Edinburgh and Glasgow	46	1,611,129	50	[illegible]	[illegible]	[illegible]
Glasgow and Ayr	51	1,000,[illegible]	50	60	[illegible]	[illegible]
Glasgow and Greenock	22½	[illegible]	25	[illegible]	[illegible]	[illegible]
Gd. Junc. & Chester & Crewe	[illegible]	[illegible]	100	[illegible]	[illegible]	[illegible]
Great North of England	45	[illegible]	100	[illegible]	[illegible]	[illegible]
Great Western	[illegible]	[illegible]	75	[illegible]	[illegible]	[illegible]
Liverpool and Manchester	31	[illegible]	100	[illegible]	[illegible]	[illegible]
London and Birmingham	112½	[illegible]	100	[illegible]	[illegible]	[illegible]
London and Blackwall	[illegible]	1,000,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and Brighton	50	[illegible]	50	[illegible]	[illegible]	[illegible]
London and Croydon	[illegible]	720,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and Greenwich	[illegible]	1,010,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
London and South Western	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Manchester, Bolton, & Bury	10	777,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Manchester & Birmingham	[illegible]	1,910,[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Manchester and Leeds Hull and Selby	81	3,408,730	[illegible]	[illegible]	[illegible]	[illegible]
Midland Counties North Midland Birmingham & Derby	179	6,150,000	100 100 100	[illegible]	[illegible]	[illegible]
Newcastle and Carlisle	60	[illegible]	100	[illegible]	[illegible]	[illegible]
Newcastle and N. Shields	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Newcastle and Darlington	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—
N. Union & Bolton & Preston	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Paris and Rouen	[illegible]	1,600,000	[illegible]	[illegible]	[illegible]	[illegible]
Paris and Orleans	[illegible]	2,000,000	[illegible]	[illegible]	[illegible]	[illegible]
Preston and Wyre	20	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sheffield and Manchester	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
South Eastern	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Taff Vale	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Ulster	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Yarmouth and Norwich	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
York and North Midland Leeds and Selby	44	470,000	[illegible]	[illegible]	[illegible]	[illegible]

JOINT-STOCK BANKS.

Shares.	Company.	Paid.	Price	Shares.	Company.	Paid.	Price.
12,000	Australasian	[illegible]	[illegible]	[illegible]	London & Westminster	[illegible]	[illegible]
	Ditto, New	[illegible]	[illegible]	[illegible]	London Joint Stock	[illegible]	[illegible]
20,000	British N. American	[illegible]	[illegible]	20,000	Provincial of Ireland	[illegible]	[illegible]
	Ditto, New	[illegible]	[illegible]		Ditto, New	[illegible]	[illegible]
5,000	Ceylon	[illegible]	[illegible]	[illegible]	National of Ireland	[illegible]	[illegible]
[illegible]	Commercial of London	[illegible]	[illegible]	[illegible]	Natl. Provl. England	[illegible]	[illegible]
[illegible]	Colonial	[illegible]	[illegible]		Ditto, New	[illegible]	[illegible]
[illegible]	Canada Bank	[illegible]	[illegible]	20,000	Union of Australia	[illegible]	[illegible]
[illegible]	Ionian	[illegible]	[illegible]	[illegible]	Ditto	[illegible]	[illegible]
[illegible]	London & County	[illegible]	[illegible]	[illegible]	Union of London	[illegible]	[illegible]

MISCELLANEOUS.

Shares.	Company.	Paid.	Price	Shares.	Company.	Paid.	Price
[illegible]	Anglo-Mexican Mint	[illegible]	[illegible]	[illegible]	London Corn Exch.	[illegible]	[illegible]
[illegible]	Anti Dry Rot	[illegible]	—	[illegible]	[illegible]	[illegible]	—
[illegible]	Asphalte (Claridge)	[illegible]	[illegible]	[illegible]	London Cemetery	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Lon. Rever. Ins. Soc.	[illegible]	[illegible]
[illegible]	Austral. Agricultural	[illegible]	[illegible]	[illegible]	London Wood Paving	[illegible]	[illegible]
[illegible]	Australian Trust Co.	[illegible]	[illegible]	[illegible]	[illegible] Wood Paving	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]		Mexican & S. American	[illegible]	[illegible]
[illegible]	Ditto [illegible]	[illegible]	[illegible]	[illegible]	New Brunswick Land	[illegible]	[illegible]
[illegible]	Brit. Amer. Land Co.	[illegible]	[illegible]	[illegible]	Peninsular & Oriental	[illegible]	[illegible]
[illegible]	Brit. Loan & Life Insur.	[illegible]	[illegible]	[illegible]	Patent Elastic Pav.	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Rever. Int. Society	[illegible]	[illegible]
[illegible]	Canada Land Co.	[illegible]	[illegible]	[illegible]	Royal Mail Steam Pck.	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Equitable Rever. Soc.	[illegible]	[illegible]	[illegible]	South Australian	[illegible]	[illegible]
[illegible]	Gen. Steam Navig.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Gen. Rever. Soc.	[illegible]	[illegible]	[illegible]	Thames Tunnel	[illegible]	[illegible]
[illegible]	Hungerford Market	[illegible]	[illegible]	[illegible]	Van Diemen's Land	[illegible]	[illegible]

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